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# Navy News

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No. 34 MARCH, 1957

Published first Thursday of the month

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## H.M.S. Albion returns from Middle East

### ROYAL HELICOPTER VISIT

HAVING SPENT SIX MONTHS IN THE MEDITERRANEAN—BUSY ONES AT THAT—ALBION IS NOW BACK IN PORTSMOUTH.

When they commissioned in Pompey in June they had three months' refit ahead, a month's work-up, two months exercising in the Mediterranean and then home for Christmas. But Colonel Nasser had other plans.

They sailed on Saturday, September 8. Two hours later had started a full-power trials and four days later were back alongside, having completed flying and other trials, to embark Squadron ground parties. Once again we sailed on the 15th; the Squadrons flew on board and again off for Gibraltar.

The Squadrons were 800 (Sea Hawks), 802 (Sea Hawks), 809 (Sea Venoms), 849 "C" (Skyraiders) and the ship's flight of two Whirlwind helicopters. These were experienced squadrons and it did not take the flight deck team long to get used to handling them and within four days work off Gibraltar we were flying eighty sorties a day.

A gay forty-eight hours in Gibraltar for fuelling, storing and the night clubs before they were off again, flying along the North African coast and off Malta. Before the end of September they met the Flag Officer, Aircraft Carriers (Vice-Admiral Manley L. Power, C.B., C.B.E., D.S.O.) and reported ready.

In October they had ten days self-maintenance and storing in Grand Harbour otherwise they were at sea flying every day with Eagle and Bulwark, sometimes anchoring in Marsaxlokk. At the end of the month the fleet was sailed for the Eastern Mediterranean as the situation there was very black, and a few days later the Suez Operation was started.

They returned to Malta on November

29, having been operating continuously for thirty-one days. During this time they had fuelled and ammunitioned at sea a good many times and the number of light jackstay and small transfers to our escorts were legion. One day there was no flying and therefore organised a special "day of rest." This took the form of sports and side-shows (dress—fancy) during the forenoon, deck-hockey in the afternoon and a three hour concert in the evening. It was certainly a good break.

The Commander-in-Chief, Mediterranean (Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O.), came on board in Malta and congratulated all hands on their work during the operation.

December 13 found us in the Eastern Mediterranean again, ready

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to support the Army during their withdrawal from Port Said. They spent two days anchored off Limassol (Cyprus) where they played the local army at various games and organised a few of our own, but no shore leave could be given. Later, while operating off Egypt, we were visited by Viscount Hailsham, then First Lord of the Admiralty. He addressed us, walked round the ship and had lunch on board before going over to Eagle with our Admiral.

After our troops had withdrawn  
 (Continued on Page 5)

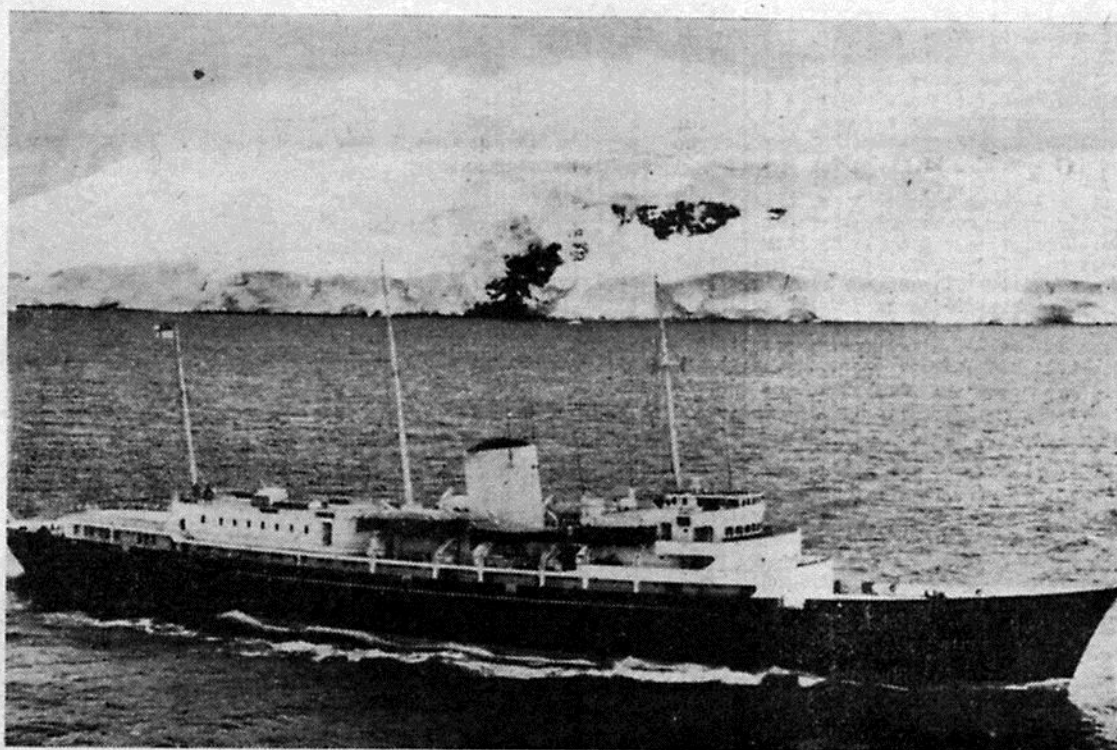
## NEW ROLE OF THE R.N.V.R.

THE FORMATION of a new section of the Royal Naval Volunteer Reserve and of the Women's Royal Naval Volunteer Reserve was announced in the House of Commons, in answer to a question, by the Parliamentary and Financial Secretary of the Admiralty, Mr. Christopher Soames, M.P.

It will be known as List "H" and its purpose, said Mr. Soames, "is to provide a reserve of trained men and women living near to Naval headquarters who will be immediately available in war to assist in manning the headquarters and will be able to assist in Naval exercises by undergoing peace-time training at the headquarters."

Mr. Soames went on: "Officers will normally be recruited for services

## BRITANNIA IN ANTARCTICA



## World Tour of Royal Yacht 39,500 MILES IN SIX MONTHS

H.M. YACHT BRITANNIA LEFT ENGLAND ON AUGUST 28 AND DURING THE LONGEST CRUISE YET UNDERTAKEN BY A ROYAL YACHT, STEAMED 39,500 MILES AND CIRCUMNAVIGATED THE GLOBE, ROUNDING BOTH THE CAPE OF GOOD HOPE AND CAPE HORN.

THE EARLIER part of the cruise was undertaken in order that Her Royal Highness Princess Margaret might travel by sea from Mombasa to the islands of Mauritius and Zanzibar, returning to Dar-es-Salaam.

Afterwards, on October 16, His Royal Highness Prince Philip, Duke of Edinburgh, embarked to visit Melbourne for the Olympic Games. En route visits were paid to the Seychelles, Ceylon, Malaya and New Guinea, where His Royal Highness left and toured extensively by air before rejoining the Britannia at Melbourne.

Before arriving at Melbourne, the royal yacht spent 10 days at Sydney re-victualing and preparing generally for the return passage from Australia.

### CHRISTMAS DAY AT SEA

His Royal Highness left Melbourne by air on December 11 for a short visit to New Zealand. The Britannia sailed the same day and after a week-end at Lyttelton, in the South Island, where

His Royal Highness rejoined, sailed on the 17th for home. Christmas Day was spent at sea in the South Pacific midway between New Zealand and Cape Horn. His Royal Highness broadcast in the customary Commonwealth programme organised by the B.B.C., speaking immediately before Her Majesty the Queen.

On December 31, the Britannia entered the Antarctic Circle in company with a whale-factory ship and three matchers, and afterwards steamed on to visit bases of the Falkland Islands Dependencies Survey in Graham Land and the South Shetlands and whaling stations in South Georgia, and to call at Port Stanley in the Falkland Islands. After leaving South Georgia, with a total of 25 icebergs on the horizon, the royal yacht joined company with several whale catchers and witnessed from close quarters the pursuit and capture of two large whales.

After visits to Tristan da Cunha, St. Helena and Ascension, the Britannia arrived at Bathurst on January 29 and from there steamed 80 miles up the Gambia River to Sankwia to enable His Royal Highness to attend the opening ceremony of the annual Chiefs' Conference. While in the river two crocodiles were shot and recovered by the ship's company. The skins are being preserved and sent home for curing.

### STATE VISIT TO LISBON

The last part of the cruise was taking Her Majesty the Queen to Lisbon for the State visit. After final preparations at Gibraltar, the Britannia steamed to Setubal, where Her Majesty embarked on Saturday, February 16. On the following Monday the royal yacht steamed the short distance into the Tagus and anchored off the famous Black Horse Square.

From her commissioning 1954 to her arrival at Portsmouth on February 24 the Britannia has steamed a total of 39,500 miles. Earlier cruises of interest have taken her to the Mediterranean three times, to Canada, the West Indies, Norway, Sweden and Denmark.

In May this year she will be returning to Denmark, where Her Majesty the Queen will be making a State visit to Copenhagen.

To permit Commonwealth countries most concerned with the world tour to have a part in the manning of the Royal Yacht, one lieutenant and four ratings of the Royal Australian Navy, and two ratings of the Royal New Zealand Navy joined the Britannia at Portsmouth before she sailed and left her on her return to the United Kingdom.

One St. Helenan rating was also included in the ship's company and had the opportunity of revisiting his home country.

## H.M.S. Consort Returns to Port

AFTER AN absence of ten years and several changes in commissions, the destroyer H.M.S. Consort returned to Plymouth, from which port she sailed for the Far East on January 31, 1947.

In 1949 she was in action against bandits on the west coast of Malaya and later that year went to the assistance of H.M.S. Amethyst during the "Yangtze incident" and sustained casualties from the fire of Chinese batteries. Some of the ship's company at the time took part in the Amethyst parade through the City of London in November of that year.

The year 1950 saw H.M.S. Consort engaged in support of operations during the U.N. intervention in Korea.

She visited Australia with the R.N. Olympic Squadron during the Olympic Games last year, and in December visited New Zealand before returning to the Far East station.

The Consort was last recommissioned by air in Singapore in September, 1955, under the command of Cdr. R. R. B. MacKenzie, M.V.O., M.B.E., R.N.

## DRAFTING FORECAST

### Portsmouth

#### FOR GENERAL SERVICE

March 12, 1957: H.M.S. Lynx\* commissions for Service in Home Fleet and South Atlantic.

March 19, 1957: H.M.S. Armada\* commissions for service in Mediterranean and Home Fleets.

March 20, 1957: H.M.S. Bulwark\* commissions for General Service.

March 26, 1957: H.M.S. Scarborough\* commissions for service in Mediterranean and Home Fleets.

April 4, 1957: H.M.S. Kenya\* commissions for service in Mediterranean and Home Fleets.

April 30, 1957: H.M.S. Undine\* commissions for service in Home Fleet.

May 14, 1957: H.M.S. Solebay\* commissions for service in Mediterranean and Home Fleets.

#### FOR FOREIGN SERVICE

April, 1957: H.M.S. Modeste\* commissions at Singapore for Far East Station.

May, 1957: H.M.S. Newcastle\* commissions at Singapore for Far East Station.

February 21, 1957: H.M.S. Cook recommissioning for Foreign Service (Surveying).

February 26, 1957: H.M.S. Eagle recommissions.

Note.—The ships' companies of ships marked \* have been completed.

(Continued on Page 2)



## Navy News

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## EDITORIAL

SINCE ITS inception, nearly three years ago NAVY NEWS has maintained a high standard of quality and production against an ever-rising increase in costs. In that period almost every newspaper and periodical has passed that cost on to its readers by increasing the price.

We have refused to charge more for NAVY NEWS while there has been a small working profit, sufficient to insure against possible loss. Now, however, the greater costs have overtaken us, and in the absence of any subsidy we can no longer produce a full-sized paper at threepence. The choice was either to reduce the number of pages or to increase the price. With more Commands coming in, and the additional demands on space it would be impossible to reduce the paper without cutting severely our contributions. It has therefore been necessary to increase the price to fourpence from the April issue.

We are confident our readers will understand our position and that the rising circulation the paper has enjoyed will not decrease.

H.R.H. Prince Philip has returned from his long tour in which he visited many little known parts of the Empire. We are proud of the part played by the Navy in this memorable tour.

Many of our readers are aware of my impending retirement from the Royal Navy. I am happy to state that, for the time being, at least, I shall continue as editor of NAVY NEWS.

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Coaches depart from the R.S.H. Club every Friday at 4.30 p.m., and Saturday at 12.30. Seats may be booked at the bookstall of the club or with the hall porter at the Royal Sailors' Home Club, Queen Street, Portsmouth. Telephone No. 70281/2.

## Presentation of Trophy to United States Naval Training Command



FROM THE beginning of 1952 to November last a scheme has been in operation whereby some of the pupil pilots of the Fleet Air Arm have been trained up to operational standards with the United States Navy.

The value of this training, the cost of which was borne by the U.S. Government under the terms of the Mutual Defence Assistance Programme, is, in terms of money, estimated to be in the order of \$20,000,000.

To mark their appreciation of this co-operation, whereby some 258 British officers will have passed through U.S. training centres, the Admiralty has had made a silver trophy replica of a jet fighter for presentation to the United States Naval Air Training Command.

The trophy carries the following inscription on its base:

*The Royal Navy Vampire Jet*

*Fighter. A model of the aircraft which landed on H.M.S. Ocean in December, 1945, and thus performed the first scheduled jet deck landing in the world.*

*Presented by the Lords Commissioners of the Admiralty in grateful acknowledgment of the assistance rendered by the United States Navy in training British Naval Pilots, 1952-1956.*

Vice-Admiral R. F. Elkins, C.B., C.V.O., O.B.E., Admiral, British Joint Services Mission, Washington, presented the trophy to Vice-Admiral A. K. Doyle, U.S.N., Chief of U.S. Naval Air Training. The ceremony took place at the United States Naval Air Station, Pensacola, Florida, on February 21, 1957.

Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., the British Naval Flag Officer, Flying Training, who is on a visit to the U.S. Navy, was present.

## Married Quarters . . .

APPLICATIONS FOR married quarters over the last six weeks have continued to be heavy, with the result that the staff have been kept extremely busy and the rosters have tended to lengthen. To offset this tendency, however, houses and flats in the

Gosport, Paulsgrove and Stamshaw estates are now completing quite quickly and it is hoped that over the next quarter the waiting period will be considerably reduced. In fact, provided no unforeseen difficulties arise to cause building delays, the furnishing staff will be working particularly hard to keep pace with the accommodation as it is turned over by the building contractors.

Perhaps it may not be out of place at this time to make a plea to all tenants to take the best possible care of the accommodation they occupy. The vast majority are most careful tenants and it is a pity that there is the occasional one who proves the exception. This small minority not only do themselves harm because they have a heavy dilapidations bill to pay on vacating the premises, but the next occupiers are placed in the unfortunate position of having to clean up the mess, unless they can find someone to do the job as a charge to the previous tenant. In this connection, it should be noted that there is not anyone available on the married quarters staff who can be spared for these duties. A further point, so far as Admiralty hirings are concerned, is that, if premises are left in a dirty condition, the fact may soon become generally known, and this makes landlords reluctant to let to Naval personnel, with the result that all must suffer for the sins of the few.

## In Memoriam

N.A. A. L. Smith, L/F 935276, R.N. Air Station, Ford. January 26, 1957.

P.O.A.F. D. E. Smith, LFX 854994, H.M.S. Albion. January 26, 1957.

P.O.A.F. J. D. E. Short, LFX 850367, H.M.S. Albion. January 26, 1957.

A.M. W. B. Laveno, LFX 803197, H.M.S. Albion.

Acting Lieut. P. M. Haynes, R.M. No. 40 Commando, Royal Marines. February 18, 1957.

Sub-Lieut. P. T. Johnson, Royal Navy, R.N. Air Station, Culdrose. February 19, 1957.

Tel. (Air) A. Sutherland, D/JX 865187, R.N. Air Station, Culdrose. February 19, 1957.

Lieut. G. S. Turner, Royal Navy, R.N. Air Station, Culdrose. February 19, 1957.

Wtr. J. R. March, P/M 95862, R.N. Air Station, Lee-on-Solent. February 23, 1957.

## H.M.S. DAEDALUS

### Amalgamation of R.N.B. and R.N.A.S. Lee-on-Solent

ON MARCH 15, 1957, the Royal Naval Barracks, Lee-on-Solent, and the Royal Naval Air Station, Lee-on-Solent, will be amalgamated into a single establishment which will be known as H.M.S. Daedalus, Royal Naval Air Station, Lee-on-Solent.

On that date the appointments of Commodore and Captain-in-Charge will both lapse. The establishment will be under the command of a Captain, who will be known as the Commanding Officer, H.M.S. Daedalus.

There has been a Commodore at Lee-on-Solent since 1942 and he has been responsible to the Flag Officer

Air (Home) for several matters, principally those affecting the ratings of the Fleet Air Arm, notably the drafting and Family Welfare organisations. On February 15, 1957, these responsibilities reverted to the Flag Officer Air (Home), and the Rear-Admiral (Personnel) on the Flag Officer Air (Home)'s staff is now the officer directly in charge of them.

Despite these changes, H.M.S. Daedalus will still continue to be regarded as the depot for the Fleet Air Arm, and so far as the men of the Fleet Air Arm themselves are concerned, the amalgamation will mean very little change.

## R.N. ATOMIC DEFENCE SCHOOL

**H.M.S. PHOENIX PAID OFF ON THE 31st OF JANUARY, 1957, AND ON THE 1st OF FEBRUARY, THE R.N. ATOMIC DEFENCE AND DAMAGE CONTROL SCHOOL CAME INTO BEING.**

The occasion was a sad one, for the name of Phoenix has become well known in the Royal Navy, and indeed in the Commonwealth Navies and many N.A.T.O. Navies, and particularly among A.B.C.D. Officers and Shipwright Officers as their Alma Mater.

AS THE final ceremony of paying off, Divisions and a short service were held, at the conclusion of which the Commissioning Pennant was hauled down, followed immediately by sunset.

In Gate's "Ships of the British Navy," Phoenix is described as "A most ancient and distinguished Service name." She is the proud possessor of 13 battle honours, among them one of those rare individual ship actions which achieve a battle honour. This was in 1806 when the eighth ship of the name captured the much bigger and more heavily armed French Didon. The first Phoenix was a 40-ton ship of 37 guns, bought in 1546 in the reign of King Henry VIII; more recent holders have included a T.B.

destroyer, a submarine and this last one was the 15th to bear the name.

The existing establishment was completed just before the Second World War as an overflow for R.N.B. and known as Stamshaw Camp. After the war, the Damage Control School from Barons Court in London and the Anti-Gas School from Tipner joined the Fire-fighting School at Stamshaw, and, with the development of Atomic Warfare, A.B.C.D. and its parent establishment and headquarters was born. This was commissioned as H.M.S. Phoenix on September 1, 1949. Since then, many thousands of officers and men have received training there.

Now, as part of the broad policy of saving manpower and "overhead costs," the 15th Phoenix has been paid off. However, although the name Phoenix has been removed, and with it the independence and status of the title "Her Majesty's Ship," the establishment will continue as the headquarters of A.B.C.D. and of Shipwright Officers, but will function as a "day school." All the accommodation has been closed down and the reduced staff are borne on the books of H.M.S. Excellent and accommodated there. They have been received with a very warm welcome.

The new name—the R.N. Atomic Defence and Damage Control School, emphasises the importance of defence against the Atomic and Thermonuclear weapons. In due course, the establishment will be transferred elsewhere.

## Drafting Forecast Continued from Page 1

### Devonport

February, 1957: H.M.S. Salisbury commissions for Home Sea Service.

March 7, 1957: H.M.S. Ulster commissions for General Service (Home/Atlantic West Indies).

March 19, 1957: H.M.S. Barfleur recommissions for General Service (Home/Mediterranean).

March 19, 1957: H.M.S. St. Kitts recommissions for General Service (Home/Mediterranean).

March 26, 1957: H.M.S. Puma commissions for Home Sea Service.

April 16, 1957: H.M.S. Loch Ruthven commissions for General Service (Home/East Indies).

April 30, 1957: H.M.S. Ulysses recommissions for General Service (Home/Mediterranean).

April 30, 1957: H.M.S. Urania recommissions for Home Sea Service.

May 14, 1957: H.M.S. Burghead Bay commissions for General Service (Home/South Africa and South Africa).

May 21, 1957: H.M.S. Dalrymple commissions for Home Sea Service.

May 28, 1957: H.M.S. Hogue commissions for General Service.

June 12, 1957: H.M.S. Blackwood commissions for Home Sea Service.

June, 1957: H.M.S. Opossum recommissions for Foreign Service.

The Naval Drafting Authority will come into being and assume responsibility for the drafting of general service ratings of all three port divisions on April 1; although by that date, drafting into May and June on a port division basis will be largely complete. After April 1 men will be attached to a "selected depot" based on present port divisions, but changeable at will.

Soon after this the Naval Drafting Authority's preference drafting scheme will come into force in order to give men the best possible chance of serving their due time at home in areas of their choice.

Centralisation of drafting of all communication ratings and centralisation of advancement rosters of all general service ratings has already been completed under the Commodore, Royal Naval Barracks, Portsmouth.

### Chatham

April 30, 1957: H.M.S. Ursa, for General Service Commission in 6th Frigate Squadron (Home-Mediterranean Cycle).

May 7, 1957: H.M.S. Gambia, for General Service Commission (Home/East Indies Cycle).

May 28, 1957: H.M.S. Lagos, for General Service Commission in 1st Destroyer Squadron vice H.M.S. Chieftain.

June: H.M.S. Owen, for General Service Commission.

July: H.M.S. Cavalier for 8th Destroyer Squadron, Far East.

July: H.M.S. Troubridge, for General Service Commission, Home/West Indies.

July: H.M.S. Loch Fyne, for General Service Commission, Home/East Indies.

## Home Air Command

May 6, 1957: 801 Squadron at Royal Navy Air Station, Brawdy.

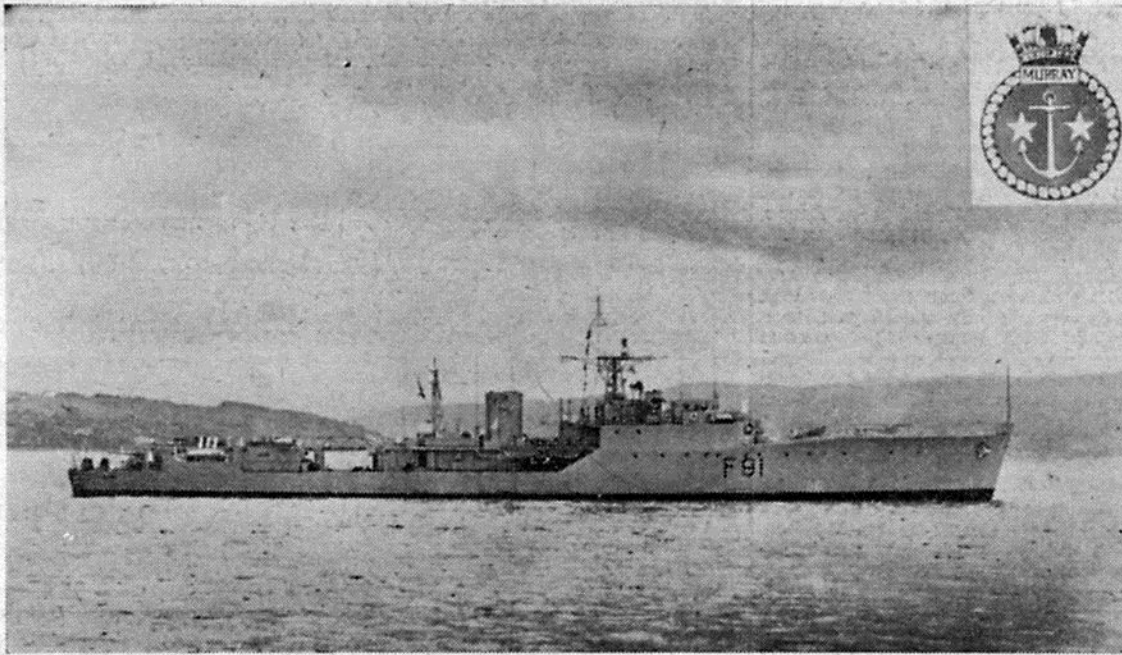
May 6, 1957: 825 Squadron at Royal Navy Air Station, Culdrose.

June 3, 1957: 892 Squadron at Royal Navy Air Station, Yeovilton.



# SHIPS OF THE ROYAL NAVY

## No. 18. H.M.S. MURRAY



H.M.S. MURRAY is the third of the Blackwood class anti-submarine frigates to come into service. She was launched at the yard of Messrs. Alex Stephen & Sons Ltd., Govan, Glasgow, on February 25, 1955, by Lady Rachel Stuart, wife of the Secretary of State for Scotland.

Frigates of this class are designed as anti-submarine vessels and are fitted with the latest equipment for

locating and destroying submarines. They are highly manoeuvrable and the hull form has been designed to enable them to maintain a high speed in heavy seas during submarine search.

The operations room of H.M.S. Murray is fitted with the latest equipment for display to the command a picture of the tactical and strategical situation.

The Murray has a single screw and

is powered by geared turbines. The hull builders and manufacturers of turbines and main machinery are Messrs. Alex Stephen & Sons Ltd., Linthouse, Govan, Glasgow.

The dimensions of the ship are: Length, extreme: 310 ft. Length between perpendiculars, 300 ft. Beam, i.e. breadth extreme: 33 ft. Normal (peace-time) complement: 7 officers and 104 men.

## MOTERING NOTES

LAST MONTH I stated that second-hand car prices had stabilised and advised early buying before the prices increased. I am afraid that those who ignored my advice have already missed the boat as prices of most second-hand small cars rocketed up in early February by as much as 15 per cent. and still seem to be rising slightly.

### Buyer's Guide

The following are average prices which should hold good at the time of publication:

- 1954 Austin A30 2-door saloon, 25,000 miles, £375.
- 1947 Austin 8 saloon, 80,000 miles, £235.
- 1947 Austin 10 saloon, 85,000 miles, £235.
- 1954 Austin A40 Somerset saloon, 27,000 miles, £445.
- 1955 Austin A40 Cambridge saloon, 18,000 miles, £540.
- 1954 Ford Popular saloon, 27,000 miles, £275.
- 1951 Ford Prefect saloon, 54,000 miles, £270.
- 1953 Ford Consul saloon, 27,000 miles, £400.
- 1950 Hillman Minx saloon, 63,000 miles, £325.
- 1950 M.G. T.D. 2-seater, 60,000 miles, £365.
- 1939 M.G. S.A. 2-litre saloon, £85.
- 1946 Morris Eight 2-door saloon, 80,000 miles, £225.
- 1953 Morris Minor O.H.V. 4-door saloon, 27,000 miles, £460.
- 1953 Standard Eight saloon, 35,000 miles, £345.
- 1948 Standard Flying Eight, 75,000 miles, £205.

- 1954 Standard Ten saloon, 24,000 miles, £435.
- 1952 Standard Vanguard, 45,000 miles, £365.

### Don't be a Mug

Many of you will be buying vehicles during the next few weeks ready for the spring and summer. If you are one of these prospective buyers let me once again put you on your guard.

The average Service man has not a hope of beating a man who lives by commission on his sales. If you think you can outsmart a motor-car salesman I advise you to forget it. They are all very astute and keen psychologists who can read most people like a book. I advise all you potential owners, therefore, never to clinch a deal on the spot. Give yourselves time to think things over quietly and resist the natural tendency to argue yourselves into a purchase. It is awfully easy to buy a car but when you wish to sell it no one seems to want the darned thing.

Having thought things over and decided that the car you have examined compares favourably with others, insist on a trial run and accept no excuses for rattles, vibration, axle noises and smoky exhausts or low oil pressure, and beware of the noisy exhaust — it can smother lots of undesirable engine noises. The policy is to locate the weak points, not to admire the good ones which the salesman will be only too keen to emphasise. If generally satisfied, the bargaining can commence. Personally I would always offer £25 less than the price asked, just as I would always ask for

£25 more than the price offered on my own car in part exchange. In addition, I would also try and get the dealer to throw in a quarter's licence for luck.

Finally let me repeat that the average Service man is generally considered by car dealers to be easy meat. Be on your guard and if they "take you for a ride" let it be a trial run whilst you listen for noises. And don't forget to get a guarantee in writing, a verbal one is useless.

A. E. Marsh.

## NUCLEAR APPOINTMENT

Rear-Admiral  
G.A.M. WILSON

THE ADMIRALTY has given tangible expression to its belief in the vital importance, both to the Royal and Merchant Navies, of the early development of nuclear propulsion for ships.

It has announced the creation of a new post of Rear-Admiral Nuclear Propulsion (see Press Notice No. 30/57) dated February 18, 1957.

This officer will act as the focus within the Admiralty of the operational and material aspects of nuclear propulsion, and will keep in touch with developments by the Atomic Energy Authority and by industry in the application to ships of this revolutionary form of power.

He will also be the link in these matters between the Admiralty and other Government departments, Ministries and Services, and between Commonwealth Navies and foreign Navies, as appropriate.

Further, he will have general direction of the work of the Navy Section at Harwell.

The appointment will be filled by Rear-Admiral G. A. M. Wilson, who will be responsible to the Engineer-in-Chief of the Fleet.

As the Civil Lord has stated recently in the House of Commons, careful studies are, of course, being made on the application of nuclear propulsion to surface ships, in addition to the development of the submarine power plant on which considerable work has already been done. It is, of course, important to emphasise that this application is by no means "just around the corner." No one can predict how long it will be before such application becomes either technically feasible or economically attractive.

## NEW MAGNETIC OBSERVATORY AT HARTLAND

A SMALL group of white buildings has been in course of erection during the past year on the north-west slopes of the village of Hartland, near Bideford.

These buildings have been designed and erected to operate as part of the Royal Greenwich Observatory, the headquarters of which are now at Herstmonceux Castle in Sussex. The function of the station is to provide information relating to the earth's magnetic field and to test and calibrate magnetic instruments intended for high precision investigations.

A routine study of variations occurring in the magnetic field of the earth has been begun at Greenwich as early as 1844. These long-term investigations were continued, with improved techniques, until 1925, when the electrification of the local railways introduced artificial magnetic disturbances in the vicinity and their continuance was no longer possible. A magnetic observatory was in consequence erected at Abinger, near Dorking, in Surrey, where conditions were more favourable. Further electrification of the railways, combined with the spread of industry, has since so changed conditions in Surrey that the Abinger site has now become itself untenable and a new position has had to be found remote from railways and other disturbing influences. It was desirable that the study of magnetic phenomena should continue in the South of England and a number of new sites were considered. That finally selected as being the most suitable is at Hartland, the nearest railways being at a distance of about twelve miles.

The building of a magnetic observatory demands the taking of special precautions to ensure that the observations shall be unaffected by the presence of magnetic materials. The use of iron and steel structures must be avoided and special bricks are employed in the place of ordinary bricks, which are in general magnetic. Fittings are of brass or aluminium, and even these are previously tested to ensure that they are not "contaminated" with magnetic impurities. Nails are of copper, and earthenware pipes, if used, must be selected. Throughout the building of the observatory at Hartland, personnel of the Royal Greenwich Observatory have been on the spot maintaining a vigilant check upon all materials used.

Instruments are now being installed that will record continuously fluctua-

tions in the direction and intensity of the earth's magnetic field. These variations are greatly augmented during "magnetic storms" which are often accompanied by auroral displays and are closely associated with phenomena occurring on the sun. Such a storm occurred during the night of January 21-22, when reports were received from a number of places in the country that auroral displays had been observed. The more violent magnetic storms tend to occur at times like the present, when the sun exhibits upon its surface many conspicuous dark markings, or sunspots. These sunspots appear to be associated with abnormal energy emissions from the sun which influence the flow of electric currents in the ionosphere, i.e. in the conductive layers of the upper atmosphere. It is the magnetic effects associated with these currents that are shown in the magnetic records.

There are a number of magnetic observatories now operating over the surface of the earth and ranging in latitude from the Arctic to the Antarctic regions. They are all too few, however, to provide the data required to construct a detailed picture of the complex system of currents flowing in the ionosphere. Nevertheless, the information they furnish, combined with that obtained from radio sources, has provided a foundation upon which it has been possible to build up our present-day limited knowledge of the causes underlying these related phenomena.

The first observations at Hartland began last month, though it will be some time before the observatory will be fully operational.

In charge of the scientific work and responsible to the Astronomer Royal is Mr. P. L. Rickerby. He has two assistants.

## WATTS NAVAL TRAINING SCHOOL

A REUNION of all old boys of the Watts Naval Training School, the Russell Cotes Nautical School and the Parkstone Sea Training Schools has been arranged for Saturday, April 20 (day before Easter Sunday). Will all those interested please write for further details to: Mr. B. A. Busby, Hon. Sec., The Old Boys' Club, Parkstone Sea Training School, Parkstone, Poole, Dorset.

## FOR THE LOWER DECK

Most servicemen have made plans for the future. There will be things they want to do, things they want to buy... maybe a home to set up, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

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## WOMEN'S PAGE

## Friendly Wives

### SOUTHSEA BRANCH

AT THEIR meeting on February 11, the Southsea Branch of the Royal Naval Friendly Union of Sailors' Wives had a most interesting hair-dressing demonstration given by Miss Watts with a very instructive commentary by Mr. Branch. Among the things which attracted most interest were the versatility of the styles and the attractive modern colourings.

The raffles, which were home-made preserves given by Mrs. Bruce-Walker, were won by Mrs. Evans and Mrs. Bannister.

This month the meeting is on March 11, when there will be a talk and demonstration on frozen foods.

The Southsea Branch meet on the second Monday of each month at 2.15 p.m. in the Victory Hut, Royal Naval Barracks. Any wives of both serving or retired R.N. or R.M. personnel, wishing to attend our meetings will be most welcome. Details of membership can be obtained from the Hon. Secretary, 28 Grant Road, Farlington. Telephone No. Cosham 78081.

### NORTH END BRANCH

OUR MEETING was held at the Fisher Hall, Whale Island, on Tuesday, February 5. Mrs. Doig took the chair as Mrs. Casement was unable to be present.

A most interesting and "mouth-watering" cookery demonstration was conducted by Miss Paulin from the Southern Gas Board. She and her assistant showed us how to cook a mixed grill, chocolate eclairs and braised beef, from a gas cooker fitted up on the stage. At the end of the meeting these items were raffled with the addition of some apples. Winners were Mrs. Dimmock, Mrs. Fiars, Mrs. Keen and Mrs. Eld.

The next meeting on Tuesday, March 5, will begin at 2 p.m. There will be a talk by Mr. Clifton-James entitled "I was Monty's Double." We shall also have Mrs. Orchard, Hon. General Secretary of the Friendly Wives as our guest and members will be pleased to have the opportunity of meeting her again.

### GOSPORT BRANCH

DESPITE THE very wet weather many of our members turned up for this month's meeting, which is always held

in Sloane Stanley Hall. For this month we had a Spirella Corsetiere to come along and give us a demonstration. Mrs. Symons, the Spirella Corsetiere, first gave us a talk on figure control after which her models, Mrs. Grieves and Mrs. Oakes very kindly demonstrated the garments, moving amongst us so we could judge for ourselves the ease and beauty of the garments. Afterwards we had our cup of tea and cake and sat back to discuss a very interesting afternoon. March 7 we have Mrs. Bradshaw-Bond and her dram group, and we also wish to hear members' views as where we should go for our summer outing. April 4 brings our social afternoon when we look forward to meeting members from other branches.

### SHEERNESS BRANCH

AN INTERESTING talk on Gibraltar and Spain was given by Commander Rowell, O.B.E., D.S.C., to the Sheerness branch of the R.N.F.U.S.W. at their meeting in the Ivy Leaf Assembly Rooms on January 24. Mrs. Main, wife of Capt. F. R. Main (Captain in charge of Sheerness Dockyard) presided. Commander Rowell answered members' questions after his talk and was thanked by Mrs. Tennyson. Raffle prizes, given by Mrs. Blanchford and Mrs. Langley, were won by Mrs. Brotherton and Mrs. Langley.

The meeting on February 7 was opened by our president Mrs. Main, who presented membership cards to five new members. The speaker was Mr. Vic Martin who told us about a journey we could take from Sheppey, along the Dover road to the coast, stopping at all the historical places of interest along the way. Mrs. Main thanked the speaker on behalf of the members.

The programme to the end of May is:—

March 21.—B.O.A.C. Films and tea at Dockyard House. "Happy Landings—Jamaica," "Air Review and Majesty in the Air."

April 4.—Talk and Demonstration—Yardley's representative.

April 25.—Talk.

May 9.—Entertain Chatham Branch.

May 23.—Upholstery demonstration—Miss Almond.

May 30.—Outing.

### VERNON BRANCH

THE H.M.S. VERNON Branch held their February general meeting in the Cinema, H.M.S. Vernon, on Wednesday, February 6, at 2.15 p.m. Mrs. A. E. Blundell presided.

After the Rev. C. Prior had opened the meeting with prayers Mrs. Blundell welcomed Rear-Admiral R. A. Braine, C.B., who gave a most interesting talk on the Development of Living Conditions in the Royal Navy. This very intricate and difficult topic was dealt with very skilfully and so well interspersed with humour that question time came all too soon; the number of questions asked was a very clear indication of the way the interest of the audience had been stimulated. Mrs. Williamson-Jones proposed a vote of thanks to Admiral Braine and this was greeted with loud applause.

We were very pleased to have Mrs. Burnett, Mrs. Chavasse, Mrs. Moulton, Mrs. Beasley and several new members with us at this meeting.

In addition to the beautiful plants and flowers so kindly arranged by Mr. Frost, the cinema was very attractively decorated with large "cut-outs" of uniforms of the Navy of other days. These provided a very suitable background for the topic of the afternoon.

Tea was served by the Tea Committee under Mrs. Bird and Admiral Braine stayed for tea and chatted with members, making the draw for the raffle before leaving. A cushion raffled by Mrs. Brewer was won by Mrs. Heath.

We are very grateful to Wrens Lelliott and Cooke for so kindly looking after members' children in the adjoining room.

### Future Events

Future general meetings will be held in the Cinema, H.M.S. Vernon, but committee and sewing meetings will continue to be held in the ward room annexe.

The general meeting on Wednesday, April 3, at 2.15 p.m., will be a Hair-dressing Demonstration very kindly given by the Co-operative Hairdressing Department.

Owing to the leave period there will be only one sewing meeting, this will be on April 10. Mrs. Walmsley will welcome any members at this meeting.

### New Members

All wives, whose husbands have spent any time in H.M.S. Vernon and who are still serving in the Navy are eligible for membership and will be very welcome at any meeting.

### HAVANT BRANCH

AT THE meeting of the Havant Branch (R.N.F.U.S.W.) at St. Faith's Hall on February 19, which was opened with prayers and the Naval hymn, led by Mrs. Horton (vice-chairman), the introduction by the chairman (Mrs. Chavasse) of a colourful visitor in the person of Mrs. Kadisgamar from Ceylon, was a welcome and warming event.

The wife of the Chief of Staff of the Ceylon Navy, she said that although she was enjoying her stay in England, another month of even this mild English winter would be quite sufficient.

The fact that in Ceylon the weather is more or less perpetual summer, making the wearing of heavy clothing and woollens unnecessary, brought a wistful sigh from the English February audience.

A member of the Tamil group (the other groups being Sinhalese, Muslims and Burghais), Mrs. Kadisgamar wore a brilliant caste-mark on her forehead, abundant raven-coloured hair, her slim dignified figure showed off to perfection a bright sari of black, yellow and orange, and a wonderful collection of the heavy, gem-studded gold jewellery, which seems always to be an integral part of eastern dress.

During a descriptive and fascinating account of life in Ceylon, a delighted audience watched her drape several beautiful saris of the six-yard traditional length, the tall figure of Mrs. Durrant (a committee member) making an admirable model for one in purple and black.

Mrs. Kadisgamar was persuaded to wear also, her own wedding sari, of pure gold thread, woven into rich scarlet silk. Although actually married in a white robe, the bride adopts a

## Out of Uniform



Men were deceivers ever, and this luxurious stole is in fact made of Lister's new "Minquilla" fur fabric—but who's going to complain, when it has the genuine look? Husbands please note that as a present this guarantees domestic bliss for a mere fifteen guineas or so

## W.R.N.S. NOTES . . .

### W.R.N.S. BENEVOLENT TRUST

THE W.R.N.S. Benevolent Trust Meeting for the Portsmouth Command will be held in the Duchess of Kent Barracks on Wednesday, February 27, 1957. The Commander-in-Chief, Portsmouth, and Lady Creasy will be attending.

### SPORTS NEWS

#### Inter-Service Women's Rifle-shooting Championships

The R.A.F. Women won these championships at Uxbridge on February 11, 1957, defeating the R.N. Women by four points.

The R.N. Women's team had put in a week of intensive training in the Royal Naval Barracks, Portsmouth, prior to these Inter-Service matches, and had successfully shot against the Civil Service Ladies' Team, and the Portsmouth Ladies' Team, defeating the former by 1,968 points to 1,955, and the latter by 976 points to 969.

P.O. Wren Williams (H.M.S. Drake) was awarded the Silver Spoon at the Inter-Services Championships with a score of 199. Third Officer Ness, W.R.N.S., won the Spoon awarded by the Civil Service Ladies.

#### Inter-Command and Inter-Services Hockey Championships

The Inter-Command Hockey Championships are to be played in Portsmouth this year, on February 27 and 28.

The first day's play will be at the Royal Marines Barracks ground at Eastney, and the match between the losers, in the morning of February 28, followed by the Inter-Command Finals in the afternoon, will be played at the United Services Men's ground.

brilliant hue for her "going away" sari. Most Ceylon wives, we were told, own many saris, including those of their mothers and grandmothers, etc., as the durability of the materials ensure lasting wear.

Food, laundering, hobbies, produce and flowers were enlarged upon, some of which compare favourably in price to those in England, and the questions asked by the members were charmingly and satisfactorily answered by this unusual visitor.

The business of the day having been concluded by Mrs. Chavasse before the talk, a vote of thanks was proposed and seconded, and Mrs. Kadis-

gamar moved around amongst the tables while tea was served.

Raffle Prizes, given by Mrs. Freer and Mrs. Eldridge, were won by Mrs. Patch and Mrs. Jones.

Our regular meetings are held at St. Faith's Hall on the third Tuesday of each month at 2.30 p.m. and there must be a large number of Naval wives in the Havant district who would enjoy becoming members.

For those with young children, a crèche is being organised.

As reported last month, Lady Creasy will be paying the branch a farewell visit on March 19.

N. M. Oakford (Hon. Secretary).

RETIREMENT OF THIRD OFFICER MOORE, W.R.N.S.

We are sorry to say "Good-bye" to Third Officer R. Moore, W.R.N.S., who has been Portsmouth Command Staff W.R.N.S. Sports Officer for the last 2½ years, and has now left the Service. We wish her all good fortune in her new career in civilian life.

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I UNDERSTAND that married personnel can claim cheaper rail travel for wives on production of allowance book. Can a rating, newly married, and on the day of marriage, claim this allowance; and, if so, by what means would he claim?

In reply to your letter, reduced railway fares for wives of Naval ratings can be obtained on presentation of Navy Order Book. This is the book issued to the wife to draw her marriage allowance, and will not be available for some days after the rating makes out the allotment of pay qualifying for payment of marriage allowance.

The regulations regarding concession rail travel (A.F.O. 2588/54) state

that where the Navy Order Book is not available, Director of Navy Accounts Form No. 855 must be used. You should put in a request for issue of this form as a special case prior to marriage.

#### R.N. Badge

COULD YOU please tell me if I am entitled to wear the Royal Naval Blazer Badge? I served for 2½ years in the Supply Branch, from 1946 (April) till 1948 (October) as a Leading Writer.

In reply to your letter, the wearing of the Naval crown on a blazer is not controlled by any dress regulations, and your 2½ years' Naval service probably gives you a better right to wear the badge than that of many others who sport this badge.

## BOOK REVIEWS

Two books just published in popular pocket editions\* should appeal to all ranks of the Royal Navy.

They are "The Navy's Here," which most will remember were the three most refreshing words heard by men in the German prison ship Altmarm when it was finally run to earth in a Norwegian fjord, and "Cockleshell Heroes," concerned with one of the most courageous operations during the war when ten Royal Marines attacked by canoe enemy shipping in the harbour of Bordeaux.

IN the former book the story, compiled entirely from accounts of eyewitness and which is therefore in every way authentic, commences with the declaration of war and of the first victories to both Merchant and Naval shipping of the German pocket battleship Admiral Graf Spee, in the South Atlantic.

This pride of the German Navy had as its mother ship the Altmarm, really a tanker and store ship which, like the Graf Spee, could under neutral flags run the gauntlet of allied shipping.

The Altmarm's job was to replenish the holds of the pocket battleship with oil, stores and ammunition after meeting by pre-arranged plan, so that she could keep on the high seas and miss no chance of sinking all that came across her path.

Unlike the majority of Hitler's high-ranking officers, the captain—Hans Langsdorff—refused to imperil the lives of the crews whose ships he destroyed, and they were therefore transferred to the Altmarm, whose captain had a bitter hatred for the British, and he kept men, both of the Royal and Merchant Navy, who were his prisoners, battered down under far from humane conditions for many weeks.

#### CHASED BY COSSACK

By this time our own ships were hot on the trail, though the Altmarm eluded her pursuers in a chase from the South Atlantic right through to Norwegian waters, where she was finally located by British Naval Intelligence, and the momentous and historic entry into the fjord by H.M.S. Cossack, is a story many now serving will remember with pride.

With bayonets fixed, a boarding party from the Cossack quickly released three hundred of their countrymen with the well-known call, "Come on up . . . the Navy's here."

The pocket issue is illustrated with several good half-tone pictures as well as diagrams and maps of the operation.

#### LIMPET MINE RENTS

LYING sixty miles from the open sea up a wide river estuary, the port of Bordeaux presented probably the most difficult hazards for sabotage to enemy shipping from the sea.

"Cockleshell Heroes,"\*\* the other pocket issue, complete with diagrams, maps and photographs of those who took part, describes in detail one of the bravest raids carried out by individuals of Combined Operations Command.

It was an attack by canoe on enemy shipping at Bordeaux in which ten Royal Marines took part, but of which only two survived. One of these was the leader of the party—Lt. Col. Hasler, D.S.O., O.B.E.—who has col-

laborated in the preparation of this book. It was Hasler's idea of using canoes that resulted in the careful selection of the party, and then training with all the detailed planning and the embarkation of the cockles and men on a submarine in the Clyde.

#### DISASTER FOR THREE

It was with their faces blacked and with each cockle carrying a crew of two Marines that the five pairs were launched at night off the French coast.

Disaster, which could not have been foreseen, quickly accounted for three of the cockles, but the two remaining ones stealthily slipped up the estuary where for days and nights they endured terrible physical strain in an endeavour to avoid detection by the enemy who had already been alerted.

The target area, after sixty miles hazardous journey, was reached unobserved, and the courageous Marines fixed limpet mines to the hulls of ships, six of which later were blown up, as the book graphically describes, amid scenes of wild confusion.

The heroes of this action, however, had only half finished their exploit, for now came all the hazards of getting back safely to a neutral port from where they could embark for home.

#### PRISONERS SHOT

They scuttled their canoes according to plan, and each pair separated. Hasler and his companion were fortunate in contacting an underground organisation of French Patriots who cared for them and assisted them after many adventures to cross the Pyrenees into Spain and so to Gibraltar.

The other pair were caught, handed over to the German Security Police and, together with four other Marines who had been captured in the early stages of the operation, were shot by German troops.

It is the part of the book devoted to these executions that will shock every reader, for these men, wearing their service flashes and in every way acting in the true traditions of the service, should have been treated as prisoners of war.

Their execution was brutal in the extreme, and was claimed to be the result of Hitler's commando order under which commando saboteurs were denied all quarter or mercy and were to be killed out of hand or pursued to the death.

What exactly happened to Sgt. Wallace and Marine Robert Ewart was disclosed in full detail in the War Diaries of two German Admirals and in the War Crimes Trial at Hamburg in 1948 of an army colonel.

\* "The Navy's Here"—Frischauer and Jackson. Pan Books. 2s. 6d.

\*\* "Cockleshell Heroes"—C. E. Lucas Phillips. Pan Books. 2s. 6d.

## Return of the Albion



Entering harbour

(Continued from page 1, column 2)

from Egypt and the convoy was safely on its way west, Albion was detached to reach Malta at 0730 on Christmas Day. As soon as the ship was secured we enjoyed a traditional Christmas away from home and watched an excellent concert in the hangar on Boxing Day. For this our concert party was augmented by a splendid chorus of Wrens from Whitehall Mansions who were very popular.

On the day after Boxing Day they started painting ship (and storing as usual) ready for our first foreign visit to Messina (Sicily) and Marseilles. We also had a first-class boxing evening of fourteen well-matched bouts, watched by over 1,000 in "C" hangar.

Messina is not a very large place but a carrier can get alongside which was what we wanted. Coach tours to Taormina and Mount Etna were the most popular draws. It was extraordinary to see Etna topped with

snow while down below we enjoyed beautiful warm weather.

From there they went back to Malta, exercising on the way and flying all the time. In Malta they landed our two Sea Hawk Squadrons and took aboard 824 (Gannets) and 845 (A/S Helicopters). Thus loaded we left for Marseilles, flying on the way.

Our visit was unfortunately marred by a tragic sailing accident in which three Petty Officers were drowned from a sailing dinghy.

From Marseilles they went to Gibraltar for a month of exercises with the Home Fleet. In between times they have been buying our rabbits ashore and trying not to spend our money before leave.

While at Gibraltar the Royal Yacht came in and a few days later we learnt that H.R.H. The Duke of Edinburgh wanted to come to sea in

Albion. This was a great honour indeed. He stayed a full forenoon, watching the flying, walking round the ship and looking into things of interest, before leaving by helicopter. During the next week's exercises we had the Commander-in-Chief, Home Fleet, Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E., on board for three days with some of his staff.

As we go to press they will be leaving Gibraltar for home on March 1 with our Admiral on board. On the 5th they expect H.R.H. The Duke of Gloucester to come on board by helicopter from Cuddestone and stay the night. Our Squadrons will disembark that afternoon and we will reach Spithead early on March 6, going alongside in the afternoon.

## BOATS

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This increase will take effect from the April issue.

## BOATS & BOAT EQUIPMENT

OUR ATTENTION has been called to a new periodical—Boats and Boat Equipment—published monthly by Delta Press Ltd., 48 Dover Street, London, W.1.

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H. R. B.

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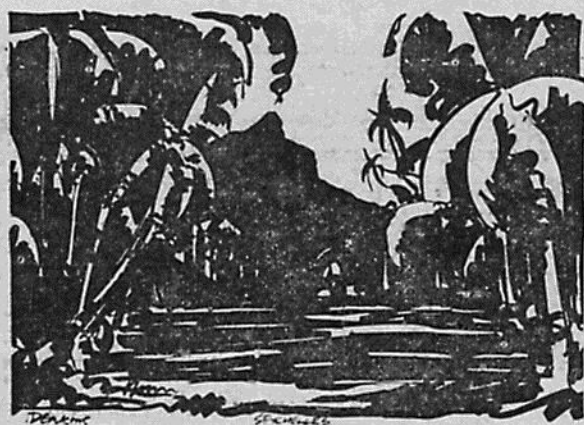
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# TRAMPS ABROAD

George R. Deakins



THE SEYCHELLES group of islands situated in the Indian Ocean a thousand miles east of Mombasa and 600 miles north of Madagascar, was discovered by the Portuguese navigator Mascarenhas in 1505, at which date they were uninhabited. They were first colonised by the French and the present inhabitants are the descendants of the early settlers and of slaves from the French colony of Mauritius together with African slaves freed by the Royal Navy anti-slave patrols.

The islands are of granite formation and very rugged, the highest peak being reached in Mahé, the largest of the islands, a height of 3,000 feet. The accompanying sketch was taken at Victoria, the seat of government in Mahé, and it was from the top of this mountain that I sketched the intricate pattern of coral formations in the lagoon which was to prove more valuable than "Navy's" charts to the coxswains of the liberty boats, who had previously experienced great difficulty in keeping to the tortuous channel from ship to landing jetty.

Incidentally, the very first oil painting I had "accepted and hung" was from the above drawing 16 years ago (collectors, take note. Who knows!!).

Mahé contains nine-tenths of the population of the islands, and the harbour is large enough for capital ships.

H.M.S. Enterprise fuelled there for the first time in the early 40's after many months of boring patrol. Fruit-laden canoes manned by laughing excited natives of both sexes and all ages welcomed the ship. Bananas, oranges, limes, coconuts, exotic fruits of all description were thrown, with no requests for payment, to the eager hands inboard. Ship visits were rare, and their joys knew no bounds.

Three months later, however, we returned to find the harbour monopolised by oil tankers, no welcoming canoes this time, and ashore every item of fruit had to be bargained for from hastily erected stalls set up along the dusty causeway leading from the picturesque schooner-occupied jetty to the town. But they were (and I am sure, still are) a very friendly people,

who seemed without effort to make we "sea weary" sailors feel at home.

Should you have no great liking for town life, but have a longing, which has affected so many people of late, of "getting away from it all," then I wholeheartedly recommend that tropical island paradise of Seychelles. There, in an hotel adjacent to its own shark-free lagoon, one can live for 18s. 6d. a week with swimming, fishing, lazing and as many servants as you would wish.

Copra is the island's main export, but for the tourist the tortoise shell (obtained commercially from the Hawksbill Turtle) is the finest purchase. Tortoise shell is prized owing to its deep mottled hues and semi-transparency when polished, and, like horn, is easily softened by heat, retaining when cold the form given to it by heating in a mould. The natives use the most primitive tools but create the most skilful work, and few visitors leave the islands without some sample of their craft.

The famous French cabinet maker, André Boule, used tortoise shell in combination with brass as a veneer for his rich furniture.

A small island close to Mahé is occupied by a leper colony. A large laboratory and hospital on Mahé, with a team of skilled doctors, work continuously for a cure.

There are approximately five million lepers in the world today, the large majority in India (1,200,000) and China (1,000,000). When the standard of living and hygiene rise above a certain level in the community as a whole, leprosy ceases to spread. The word Lazarette applied to refuges erected for these unfortunate people is derived from the beggar of the New Testament, Lazarus, who was supposed to have suffered from leprosy.

Should Trincomalee be lost to us, Seychelles could become an important factor in our Naval strategy.

And then, you heavy booted and shinguarded soccer players, watch out, for the Seychelles boys play in bare feet and even the six-year-olds can do the hundred yards in 10 seconds flat!

# CANOEING IN THE MIDLANDS

## A NOVEL RECREATION

EARLY IN 1956 consideration was being given at Bramcote to finding a suitable outlet for the energies of the makee learn Naval Air Mechanics. The surrounding countryside is rather flat and the nearest sea is some 80 miles away so that climbing and sailing expeditions presented more than the usual difficulties in the way of transport and expense. It was then that thoughts began to turn to the canal which passes near to the station and the idea of canoeing expeditions became increasingly attractive.

In May a prototype two-man canvas canoe, Gamechick I, was built and successful basin trials were carried out. Three more canoes were promptly laid down and, whilst they were building, the work of surveying the canals, acquiring camping gear and planning food supplies went enthusiastically ahead. A squadron of four light two-man canoes was thus quickly assembled, together with the bare necessities of camping gear.

The first weekend trip was made on June 15, 1956, and trips were continued throughout the summer. The rapid approach of winter weather, however, showed that our camping equipment was inadequate. Tents were the main trouble. They were too light for winter conditions and now deteriorated very rapidly with the heavy use they received in the summer, so we borrowed some eight-man, 160 lb. ridge tents from the Army. These, naturally, could not be carried by the canoes—so they had to be transported to the planned camp site by lorry. In order to save transport, the expeditions were cut to short



weekend size with only one night stop.

As the weather got colder, and the available equipment became clearly unsuitable for winter camping, the expeditions were shortened once more to two one-day trips, with no night camping. This is how we stand at the moment, waiting for warmer weather, and for our efforts to obtain suitable cold weather survival gear to bear fruit.

Canoeing has proved itself very popular. It provides good exercise in the fresh air and is a novel way of enjoying the quiet of rural England. It requires stamina and determination to complete the standard trips in good time and there's always the chance of a spill if one is careless, but our canals are shallow, if muddy, so that discomfort rather than danger is the result.

## Four thousand miles to present H.M.S. President with crest



PETTY OFFICER Ronald Wheller and his wife, of Toronto, Canada, has travelled 4,000 miles from Canada to spend four months' holiday with his wife's sister at Portland Road, Bromley, and visit Mr. Wheller, senior, who is ill, from effects of World War I, whilst serving in the Royal Horse and Royal Field Artillery.

Ronald Wheller, who left England in 1953, lived at Grove Park, S.E.12, and is now working as a plumber in Canada. He served in the Royal

Navy from 1941 and was in Russian and North Atlantic convoys.

He was demobbed in 1946 and joined the R.N.V.R. stationed on H.M.S. President.

The presentation of the crest is to establish closer relations between chief and petty officers of H.M.C.S. York and H.M.S. President. A crest suitably inscribed was also presented to P.O. Wheller who will be taking it back to H.M.C.S. York in Canada.

## Letter to the Editor from the United States

WILL AGAIN ask the favour that you exchange the enclosed dollar bill and renew my subscription to NAVY NEWS.

I enjoy the articles and news therein so very much—find old associations and memories mentioned in the R.N.A. sections, and pass most of my copies on to shipmates in my local U.S. Naval Reserve Unit with the thought of promoting better understanding between our respective services.

Letters to the Editor by Old Boys of H.M.S. Powerful stirred many recollections of the days when I was Boy 2nd Cl. on the old Impregnable at Devonport in 1910. Later, serving on H.M.S. Illustrious, another Signal Boy and myself were cleaning the brass letters spelling I L L U S T R I O U S on the row of wash-deck buckets across the after bridge on a chilly North Sea morning (before breakfast) "Tich" Watts remarked: "You know, we should have gone on the Mars—MARS!"

L. M. R. Kerrison.

## THE WHITE ENSIGN ASSOCIATION

WE HAVE received a report of the Thirty-third Annual General Meeting of the White Ensign Association, which was held on February 20 at the Headquarters, Nag's Head Hotel, Lloyd Street, Manchester.

It appears that 1956 was a very full and successful year. There were held eleven ladies' evenings, the re-union hot-pot supper on St. George's Day, Zeebrugge Day, the annual dinner, a very successful dance in October and an enjoyable evening in December on the occasion of a visit to a B.B.C. recording.

A vice-president of the Association, Alderman C. H. P. Cooper, J.P., was elected to the office of Mayor of Stockport during the year.

The Association have plans in hand for a Navy Day on St. George's Day, April 23, when they hope to organise a picnic to a Naval base; a parade on Trafalgar Sunday and a Remembrance pageant on the Saturday previous to Remembrance Day.

## Commander-in-Chief's Commendation

**SYDNEY PODMORE,**  
Official Number P/MX 915591,  
Leading Patrolman H.M.S. Diligence

**COLIN ATKINSON**  
Official Number P.MX 915591,  
Leading Electrical Mechanic, H.M.S. Diligence

At 2345 on 8th February, 1957, Leading Patrolman Podmore saw a rating fall into the water from the Hythe Ferry Landing Stage, Southampton, while a ferry was manoeuvring alongside the landing.

Podmore immediately rushed down the landing steps on to the ferry, removed his top clothing and dived into the water. In spite of the darkness, he found the man, who was by then semi-conscious, and supported him in the water.

Leading Electrical Mechanic Atkinson also witnessed the accident and saw Podmore dive into the water. On hearing Podmore call for assistance, Atkinson jumped into the water and helped to support the semi-conscious man until he was hauled to safety.

Podmore's prompt action and disregard for his personal safety undoubtedly saved another rating from injury and probably saved his life.

Atkinson's quick appreciation of the situation and disregard for his personal safety undoubtedly ensured that the semi-conscious rating was successfully rescued.

I have commended both Podmore and Atkinson for their courage and initiative.

## AUTHORS

IT MAY interest some to know that a society called the Portsmouth Writers' Circle meets in the Carnegie Library Lecture Room, Fratton Road, at 7 p.m. on the first Thursday of each month.

The society is for authors and journalists, whether any of their work has been published or not. Their object is to give mutual assistance with literary work in an advisory or any other possible way.

The next meeting is due to take place on March 7, when there will be a talk on "Writing for Radio." Readers of NAVY NEWS who are interested in further details and the future programme, can obtain same by writing to the Hon. Secretary at "Tarrock House," 70 Festing Grove, Southsea.

## Order or Renewal Form

(Delete as appropriate)

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# EXPEDITION TRAINING



Mountaineering on Snowdon

THE R.E.M. courses in H.M.S. Collingwood are long but they are now brightened by a week of outdoor activity. This began early in the summer of 1956 in a small way with a class going on a cycle ride, and has now come to a stage where two classes are taken on a full mountaineering expedition to the Welsh or Cumbrian hills. These trips are not treated as a holiday but as a considerable change from the R.E.M.'s usual life, which is eventually enjoyed very much more than a restful week.

The first class went on a cycling and sailing holiday to Weymouth and variations of such an expedition were organised and taken out in the succeeding weeks. Later classes were taken to ramble and sail in the Isle of Wight where H.M.S. Collingwood has use of a camping hut. Throughout the summer such expeditions were both pleasant and useful for the training of the R.E.Ms. in initiative and resourcefulness, for introducing them to the physical activity many of them otherwise miss and for showing them the pleasures of striving against difficult conditions and completing hard tasks. In the winter, this type of expedition became pointless and impossible.

It was decided to make the expeditions more arduous and exciting among natural hazards, difficulties and challenges. Adequate equipment was obtained from stores but the cost of transport was asked of the class going out, which meant that in this too they did not rely on others doing everything for them. At every stage the intention was to bring out a spirit of independence and resource.

The first class to visit Snowdonia was R.E.M. 310, who with their instructor-officer, hired a 'bus to Capel Curig, eleven miles from Bangor on

the London-Holyhead road and rented a shanty there in the middle of the hills for a week. On this pioneering visit, the equipment was very short and only later was it supplied in full after the success of the first trip was clear. The weather, however, was good enough for them not to feel the clothing shortage. The food was bought as it was wanted.

The first day was spent in mist, the party moving by map and compass by the cliffs of Craig-yr-Isfa on to Carnedd Dafydd and the remoter northern fells. Throughout the week the walks lengthened. Tryfan (3,010 feet), the Glyders (3,200 feet) and smaller peaks were all traversed. On several evenings the three-and-a-half-mile walk to the Bryn Tyre Hotel was not too much after an already long day. The week culminated in the very long fell-walk and ridge climb to Snowdon itself. The Crib Goch ridge was narrow enough above a drop of a thousand feet to make many cross it on their knees, and the long walk home was almost a nightmare, but to have been on Yr Wyddfa peak was worth the exertion. The success of the expedition was evident from the enthusiasm of the party and the regret at returning.

A few weeks ago R.E.M. 314 and R.E.M. 315A went to the same district and were on the same mountains. In fact, at least some members of the party visited every peak in the main massif. The weather was unusually wet, but the majority of the class had enough grit to enjoy it. The men who were fired by the rock scrambling will return with the mountaineering club on its monthly visits and if the expedition achieved its aim many others will have the urge to visit the hills and open country in their own time. Their weather is sure to be

better. All the class will at all events remember the outstanding parts of the expedition: the waterfalls in the Devil's Kitchen; the great views from the icy tops of the Y Garn escarpment and the Carneddys; the long road walks without 'buses; the exceptional winds on the peaks; the rock-climb along Bristly Ridge; and the beautiful sight of Tryfan and the hills in the early morning.

At the end of February three classes are going to Langdale to camp in the heart of the Lake District fells and crags. This will probably prove even more arduous because of the likely snow conditions and use of tents.

To those who have not been on such an expedition it seems perhaps an odd pleasure, an uncomfortable holiday. Those who have been in the mountains have had their eyes opened to the pleasures to be found in them and have come to know their own potentialities for the enjoyment of natural things. It is this which the organisers of the expeditions are trying to foster.

# Sea Cadet Corps

**Southend win the Duke's Ship's Bell.**—"The Duke of Edinburgh's Ship's Bell," a trophy recently put up for competition among Sea Cadet small-bore rifle-shooting teams throughout the British Commonwealth, has been won by Southend-on-Sea unit.

Hundreds of Sea Cadet teams participated from eight countries. Southend, who have been British Sea Cadet shooting champions for the past three years, made the fine score of 783 out of a possible 800 which put them seven points ahead of their nearest rivals, a team from Manitoba.

The Duke of Edinburgh Ship's Bell was designed and given by the Navy League of Canada who also sponsored the international shoot.

**Death of a Hero.**—A former Gloucester Sea Cadet, Sub-Lieut. Ivor Beale, R.N., was awarded the Stanhope Gold Medal by the Royal Humane Society for the bravest deed of the year 1955, but before it could be presented to him his ship was diverted owing to the Suez crisis. Then on November 24 the aircraft of which he was navigator crashed into the sea and he was killed.

The medal has now been presented to his widowed mother by the Duke of Gloucester at St. James's Palace. The award was in recognition of Sub-Lieut. Beale's rescue of a fellow airman from the sea off Cornwall in circumstances which the Royal Humane Society considered made it the bravest of 800 brave actions during the year.

**Sea Cadet Boxing Champions.**—The Sea Cadet Corps national boxing championships at the Royal Albert Hall, London, produced a tense finish the Scottish Area gaining the principal honours by the narrowest margin. On the evening's boxing they tied with the North Western Area but secured the verdict by virtue of a superior performance in the semi-finals.

The 25 bouts were watched by the Duke of Gloucester, the First Sea Lord, Admiral of the Fleet Earl Mountbatten, and a large audience which included many senior officers of the Royal Navy.

The Duke of Gloucester presented the trophies as follows: Lord Burnham Trophy, Scottish Area; *Sporting Record* Cup to the most successful unit, Newton-le-Willows; Forhan Trophy, to the leading zone, Glasgow and District; *Daily Telegraph* Cups to the best boxer in each class—Class A,

Cadet G. Bradley, Paisley; Class B, Cadet W. Batho, Goole; Class C, R. McLachlan, Glasgow.

**Champion Sea Cadet Unit.**—The Sea Cadet Council has named Kingston Steadfast Sea Cadet unit as winners of the Canadian Navy League Trophy which is awarded each year to the most efficient unit in the United Kingdom.

The award is based on the results of the annual Admiralty inspection of units, together with their record during the year, consideration being given to good attendance at parades, cleanliness of uniform and headquarters, smart bearing, seamanship knowledge, attendance at training courses, advancement in rating, entry into the Sea Services, and participation in organised sport.

**Pennant and Burgee Awards.**—Efficiency Pennant and Burgee winners for 1956 total 110. The Pennants are awarded to units who reach the high standards laid down by the Admiralty while the Burgees go to those select units who have secured Pennant rating for six years in succession. The number of Burgee units is now 40, compared with 36 in the previous year.

Ten units won the Burgee for the first time—Greenock, Morecambe, Barnet, Hendon, Biggleswade, Ramsgate, Newhaven, Jersey, Eastbourne and Canterbury.

**Southend Entertained.**—Southend unit's rifle team who recently won the Duke of Edinburgh Ship's Bell as the best Sea Cadet marksmen in the Empire, were entertained at the House of Commons by Sir Henry Channon, M.P., after which they went to the rifle range for a shoulder-to-shoulder shoot against the Westminster Rifle Club. The cadets beat the parliamentarians by 584 to 547.

It is regretted that owing to lack of space we have been unable to publish a Crossword this month.

## Solution to No. 28

ACROSS.—1, Contempt of Court. 8, Totter. 10, Mohair. 12, Elate. 15, Emmet. 17, Extra. 18, Attired. 19, Trammel. 20, Decimal. 21, Bath Bun. 22, I go on. 23, Cello. 24, Hesse. 27, Tussle. 29, A posse. 31, Ruler of the waves.

DOWN.—1, Cutter and fitter. 2, Tat. 3, Mire. 4, Tuna. 5, Fame. 6, Och. 7, Tarpaulin covers. 9, Tomato crops. 11, Automobiles. 13, Landslide. 14, Tea tables. 16, Turkmen. 17, Elastic. 24, Hero. 25, Sylt. 26, Ease. 28, See. 30, Ova.

## New "High-Speed Fixer" for F.A.A.

THE PILOT of a Naval aircraft possibly flying at ten miles a minute, who asks for a "fix" by radio-telephone can now be given his position within five seconds.

This has been made possible by the introduction of the Fleet Air Arm of the first two automatic fixer stations for Service aircraft in Britain.

Known as the Southern and Northern Fixers, they have their central controls located at the R.N. Air Stations at Yeovilton (Somerset) and Abbotsinch, near Glasgow, respectively. They cover the whole of the United Kingdom, the Irish Sea, English Channel and some of the North Sea.

### Directional Finding Sets

Bearings on the aircraft requesting its whereabouts are obtained by directional finding sets installed over a wide area at four or more other Naval airfields and instantly telemetered over G.P.O. telephone lines to the control station, where they appear as lines of light on a ground glass screen.

From the screen on which is engraved a map, marked out in a grid system for quick reference, of the whole area covered, a Wren operator can immediately note the intersection point of the bearing lines and give the

pilot his position, if necessary in relation to towns and airfields, which are also overprinted on the screen.

The operator can also make immediate use of transmitters and receivers at the stations, where the directional finding sets are located to facilitate communications with an aircraft in any particular area.

All that a pilot has to do is to select the correct channel on his V.H.F. transmitter-receiver, call up the appropriate fixer station and identify himself. The reply is almost instantaneous.

For these high speed fixes, the Southern Fixer at Yeovilton makes use of D.F. bearings obtained on equipment at that airfield and also at the R.N. Air Stations at Ford (Sussex), Culdrose (Cornwall), Brawdy (Pembrokeshire) and Stratton (Cheshire). Bearings for the Northern Fixer at Abbotsinch are supplied from the Naval Air Stations at Eglinton (Co. Londonderry), Anthorn (Cumberland), Lossiemouth (Morayshire) as well as a D.F. installation at Abbotsinch itself.

Using an earlier method, involving the passing of bearings to a central control by telephone, it took as long as a minute to give a pilot a "fix."



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Saving Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

Which will you take?

I'm going for the pension because there's another valuable right with it. I can get a cash advance straight away for the full price of a new house. I'm all lined up for a job already, and with the extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

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## H.M.S. BIGBURY BAY

Jamaica Plaque Commemorates  
Famous Admirals  
Nelson Link at Port Royal

THE FOLLOWING message was received in London today:

At a ceremony arranged by the Jamaica Historical Society at Port Royal, Jamaica, a plaque commemorating the names of 21 admirals and captains who played a prominent part in the Naval history of Jamaica was unveiled by the Senior Naval Officer, West Indies (Commodore G. E. Hunt D.S.O.,\* D.S.C.,\* R.N.), in the presence of His Excellency the Governor of Jamaica.

Guards from the frigate Bigbury Bay were paraded and the Jamaica Regiment and contingents from various local organisations, took part. The Bigbury Bay, at anchor off Port Royal, dressed ship and fired a salute of seventeen guns.

The names on the plaque range from Admiral Sir William Pen (1655) to Rear-Admiral Sir H. R. Popham (1820) and include Capt. Horatio Nelson, who commanded in Fort Charles in 1779.

A plaque was also unveiled (by the Rev. Canon R. O. C. King) to commemorate the completion of St. Peter's Church in 1726, replacing the original parish church which sank below the sea in the earthquake of 1692. The church contains many Naval memorial tablets.

Many documents and other objects of Naval historical interest were exhibited and the public inspected the Old Naval Dockyard and Fort Charles.

## PRICE INCREASE

*It is regretted that, owing to the rise in production and distribution costs, it has been found necessary to increase the price of NAVY NEWS to 4d.*

*This increase will take effect from the April issue.*

## COMMAND NEWS

## H.M.S. FLEETWOOD CELEBRATES ITS TWENTY-FIRST BIRTHDAY

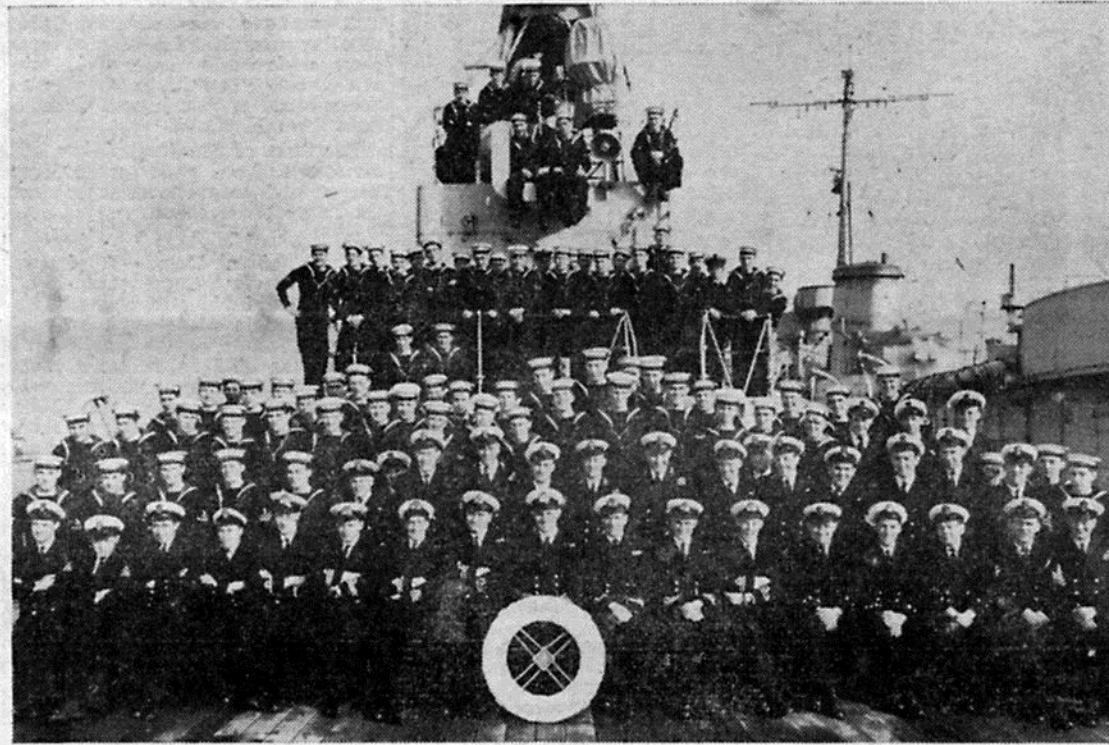


Photo: Wright & Logan, Portsmouth

MARCH 24 this year will mark the twenty-first anniversary of the launching of H.M.S. Fleetwood in 1936 at Devonport Dockyard by Lady Reginald Plunkett-Erle-Drax, whose husband was Commander-in-Chief, Plymouth, at the time.

To celebrate the occasion, a Ship's Company Dance is being held and also a Commemorate Wardroom party, which Lady Drax will attend, and to which Fleetwood's 14 previous commanding officers have been invited.

Fleetwood spent her first year of

life with the Home Fleet and was then transferred to the Red Sea, from where she returned to the Rosyth Command for escort duties in the early months of the war.

She took part in the Norwegian Campaign in 1940, where she was twice damaged by air attack. A testimonial is still held in the Ship's Book in gratitude from a party of 350 Army and R.A.F. personnel who were evacuated from Aandalsnes.

Early in 1951 Fleetwood joined the Western Approaches Command and operated from Londonderry until the latter part of 1942, when she was employed in escorting Gibraltar convoys for the Allied Landings in North Africa.

The year 1943 was to see two U-boats chalked up to Fleetwood's credit. The first kill she achieved in

the Atlantic with the assistance of the corvette Mignonette, when both ships received Admiralty congratulations for their achievements. The second kill occurred in the Straits of Gibraltar when, with two destroyers and aircraft assisting, she sank U-340.

During 1944 Fleetwood continued escort duties in the Mediterranean until the end of the year when she was transferred to the Portsmouth Command owing to increased U-boat activity in home waters.

In August, 1945, she was reduced to Reserve at Hartlepool. She was not to remain in Reserve for long and early in 1946 she was recommissioned and joined the Portsmouth Squadron as trials ship for the Admiralty Signals and Radar Establishment, a duty on which she has now been employed for the last 11 years.

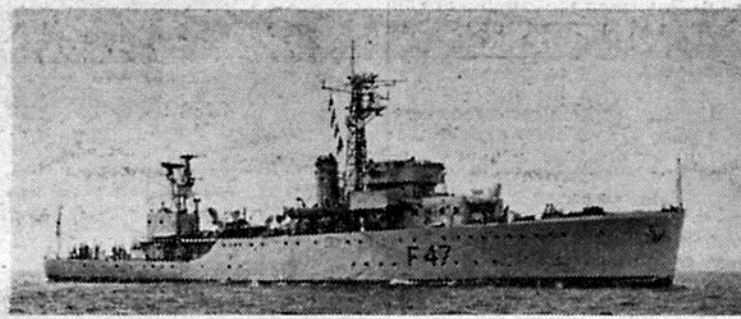


Photo: Wright & Logan, Portsmouth

## H.M.S. EXCELLENT

THIS TERM has seen the opening of the new Dining Hall in H.M.S. Excellent, an event which will, without doubt, interest those whose service brings them back to Whale Island from time to time. This building was opened on Wednesday, February 6, by Rear-Admiral J. S. Lancaster, Home Air Command Supply Officer and late Captain (S) of H.M.S. Excellent. The new block comprises three dining spaces and a very commodious galley in which extensive use has been made of the most modern equipment to ensure that the food may be prepared and served quickly and efficiently.

New buildings like this usually appear at the expense of old, when, as at Excellent, there can be no expansion sideways, and in one corner of the Island, what was once the Instructional Technique section is now quietly disappearing to make way for more up-to-date lecture room accommodation. The point of interest is that this three-storey building, built in 1914 and now being demolished, was previously the Rangefinder Tower—for which purpose it was specially designed. Its passing marks the end of an era—that of the optical rangefinder—rendered obsolete by Radar.

The second Whale Island Marathon to be run this winter was postponed, owing to the extremely bad weather of Thursday, February 7, but we were more fortunate on the following Tuesday and a record entry of over 200 runners started the course of approximately two miles. A.B. Silver, of Fraser Guntery Range, finished first and Inst.-Lieut.-Cdr. Foster was the first veteran home. The Inter-Block Trophy for the first team home went to the Ordnance Artificers. The Whale Island Soccer Team are on the upgrade as they have not lost a league match since Christmas and their last four matches have given them 29 goals for and only one against. A return friendly match against a team of the Sports and Social Club of the firm John Player and Sons, of Nottingham, has now been fixed for March 30.

The Drama Group in Whale Island have started working for the Drama Festival on March 13 and are rehearsing an original play called "We Drink to the Dregs," specially written for their entry in the Festival by Lieut.-Cdr. M. F. MacGregor (R.N.V.R.), of the Experimental Department. They are also producing the play, "Beauty and the Beast," for presentation on the Island.

## PLYMOUTH

R.N. Barracks

IT HAS been said by some cynic—probably inspired by joining routine—that the length of the barracks is the distance between any two rubber stamps. We who were present on February 7 have more detailed information. The distance round the barracks is 14 miles precisely. We found it out the hard way by cantering twice round the Guzzonian Academy in a force seven sou'-wester complete with tailored rain squall to match.

The "Round the barracks run" no less. When every mobile man-jack gets out there in shorts and track suits to salute the coming spring with a limber-up over the most gruelling course imaginable. It's all good fun though and, such is the famous West Country stamina, all hands invariably finish the 2½ mile course.

This year the race was won by L./Sea. Walsh in the altogether admirable time of 12 mins. 40 secs. which, near enough, represents a five-minute mile. Considering the weather and the nature of the course—almost an obstacle race—this might be classed as fair going. Second and third places were taken by L.E.M. Tyrrell and A.B. Knowles. Field gun "A" won the team prize, with Exmouth Division and petty officers in second and third places. Modesty forbids mention of our own performance!

Devonport specialises in the unusual and it is only here that you may see a score or so people being nightly instructed in the art of beer drinking and general bar tactics. One onlooker who briefly surveyed the scene said: "Blimey I'd like to get on that E.V.T. course!" Had he watched a little longer, of course, he would have recognised the "orgy by numbers" as a rehearsal of Noël Coward's "Peace in our time" which is R.N.B.s entry for the 1957 Drama Festival. Surprising how difficult it is to talk with a glass in one's hand—when one has to!

Among the more important events of the month were the visit of the First Lord, Earl Selkirk, on February 25, and the 50th anniversary of the dedication of the Church of St. Nicholas which was commemorated by a special service on the evening of February 17.

A particularly interesting arrival was that of H.M.S. Consort on February 22 from the Far East. It was on January 31, 1947, that she sailed from Plymouth—ten years and five commissions ago. In 1949 she was in action against bandits in Malayan waters, and later that year she supported H.M.S. Amethyst in the Yangtze. Throughout 1950 she operated in the Korean war zone. Last year H.M.S. Consort visited Australia as part of the R.N. Olympic Squadron.

## W.R.N.S. H.M.S. Harrier

H.M.S. OCEAN, the Flag Ship of the Flag Officer Training Squadron (Vice-Admiral G. B. Sayer, C.B., D.S.C., R.N.), visited Milford Haven from February 2 to February 7, 1957. On the first day of her stay a party of 30 Wrens from H.M.S. Harrier went on board for a conducted tour.

Ocean was anchored off South Hook Point—about two miles out from Milford Haven and the Wrens made their way out to her by M.F.V. at 1430. The weather was far from good and the M.F.V. had to "lay off" when it arrived at Ocean, owing to the heavy swell, and the party had to transfer into a pinnace in order to negotiate the companion ladder. This caused some exciting and anxious moments, but no one was forced to swim! The party were greeted on the quarter deck by the Commander and numerous officers and "guides"—there were approximately two "guides" per Wren—and then they went straight to the bake-house, where they were fortified with delicious, newly-baked jam turnovers. After this refreshment they were taken round the galley, Sick Bay, Damage Control H.Q., the Compass Platform and finally the Engine Room. After the tour, and as a climax to the visit, a delicious tea was provided.

The day after this visit a further party of Wrens were unable to get on board, owing to the weather, and it was feared that this bad weather would continue and make it impossible for the crew of Ocean to accept the invitation of H.M.S. Harrier to their dance. Fortunately the weather abated and the Wrens were able to repay the hospitality of the Ocean at a dance for which the Royal Marine Band of Flag Officer Training Squadron provided the music. Everyone enjoyed the dance and the sum of £24 was realised for the W.R.N.S. Benevolent Fund.

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## R.N.B. PORTSMOUTH

### Chief and Petty Officers' Messes

WHEN AT the beginning of this century the Admiralty decided to house Naval personnel ashore, instead of in hulks alongside the dockyard wall, the Anglesey Barracks were taken over from the Army for this purpose. On opening R.N. Barracks, the Chief Petty Officers, Petty Officers, and the Sick Bay were accommodated in the Anglesey Block. Here they have remained, except that the Petty Officers were forced to leave their mess when the block received severe damage from enemy action in March, 1941. Except for repairs to this damage and to the upper floors of the west end of B block, no structural alterations have taken place since the conversion was completed in 1903. A new C.P.O.s. block (NAVY NEWS dated August, 1956) is now being built on the site of the old Bandstand Green but as it will take at least two years to build, certain improvement in the existing messes have been authorised. In the Chief Petty Officers' block the old-fashioned slate slabs and enamel wash bowls on the first and second floors are to be replaced by modern wash basins and long baths, and on the ground floor space has been allocated for the installation of toilet facilities.

In the Petty Officers' Mess, rooms are being adapted as far as possible to provide small bedrooms in lieu of the long and bleak dormitories. More modern bathing facilities are also being installed. Parts of both blocks are being repainted internally in shades chosen by the Chief and Petty Officers themselves.

### Dental Laboratory

The second phase of major alterations to the Dental Laboratory is now under way. When completed the Dental Laboratory of the R.N. Barracks will be one of the finest equipped in the Royal Navy.

### .22 Rifle Shooting

In Barracks Inter-Divisional .22 Competition, the W.R.N.S. team has set up an inter-port record in the tiles competition by knocking down ten tiles in 25 seconds using only 13 rounds of ammunition. The previous record was held by the Chief Petty Officers' Mess.

The W.R.N.S. team have also won the Inter-Establishment W.R.N.S. postal league, winning all their matches.

### Personnel

After 33 years' service Surg.-Capt. (D) D. L. Simpson, R.N., retired on February 3, 1957, and has been succeeded by Surg.-Capt. (D) W. E. L. Brigham, R.N.

### The Rev. W. J. E. Tregenna-Piggott, O.B.E.

Among the officers shortly to be placed on the retired list is the Rev. Tregenna-Piggott. For the last five and a half years he has been the Chaplain of the Church of Scotland and the Free Churches in R.N. Barracks. This appointment not only includes Barracks but also all other establishments east of the harbour, every day it has been his custom to attend the Divisions at one or the other of these establishments, and to address their ships' companies.

Being a forceful and fervent preacher, he earned the nickname of "The Poor Man's Billy Graham," amongst a section of his flock. At his own church, St. Andrews, in R.N. Barracks he regularly preached to congregations of up to 500 at the Sunday morning voluntary service.

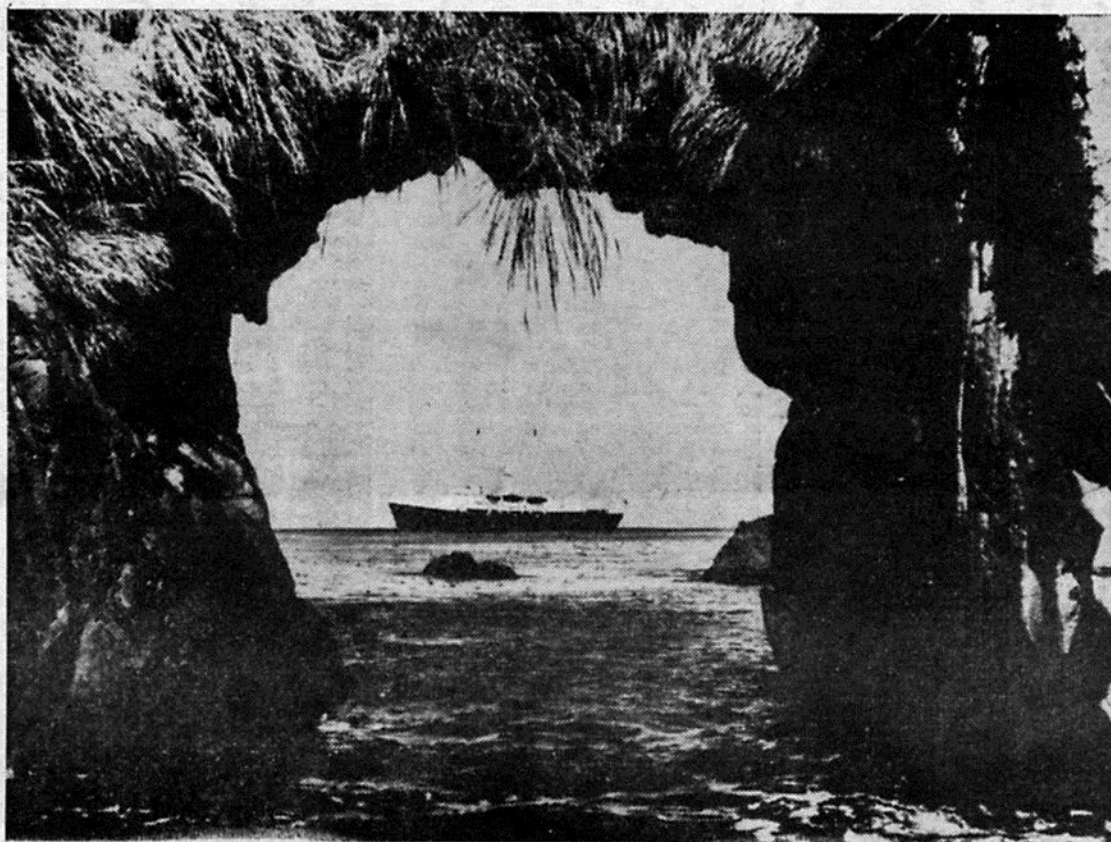
In addition to his normal clerical duties the Padre found time to take a keen interest in the extra mural activities. His Tuesday evening "Scottish Dancing" is a case in point. Here officers and ratings together with their wives, spent many happy hours closing their evenings with a simple but sincere form of family prayers.

From the inception of NAVY NEWS the main driving force behind the paper has been the Rev. Tregenna-Piggott. It is indeed fortunate that his pending retirement does not mean a change in editorship of the paper. But for how long will he be able to guide its destiny must depend, to some extent, upon the future of his ministry.

Cdr. E. L. Cook, D.S.C., R.N., leaves R.N.B. on March 20 after 20 months as Executive Officer. He is being relieved by Cdr. M. L. C. Crawford, D.S.C., R.N.

The Welfare Secretary states that, despite petrol restrictions, the Barracks Coaches' facilities are still available.

# The Royal Yacht at Gough Island



## H.M.S. DOLPHIN

ONLY SIXTEEN months after his arrival in Fort Blockhouse, Captain G. D. A. Gregory, D.S.O., has left for a new appointment on the other side of the world. During his short time as Captain (S/M), Fifth Submarine Squadron, there have been the beginnings of many changes in the Fort. Perhaps the most obvious are the new accommodation blocks and modernised old blocks; and it is unfortunate that Captain Gregory had to leave so shortly before their occupation. However, the good wishes of all at Fort Blockhouse go with him to his appointment as Commodore, Hong Kong, and also Mrs. Gregory who took such an interest in us all.

We welcome Captain P. J. Cowell, D.S.C., who has arrived from the Admiralty and who was previously Captain (S/M), Second Submarine Squadron.

The First Lord of the Admiralty, The Rt. Hon. The Earl of Selkirk, paid us a brief visit on Friday, February 8, when he was visiting the Portsmouth Command, and walked through H.M.S. Sea Scout.

A C.P.O.s. and P.O.s. Forum was held last month. The questions raised were interesting and objective and several good points were made.

THE FOLLOWING letter was received by the Commanding Officer, H.M. Submarine Sea Scout on January 25, from the Scoutmaster, 18th Stepney Sea Scouts, London:—

The attached store notes were received, as addressed, at Stepney yesterday. Whilst the present fuel restrictions and the flourishing Black Market in the East End would make the receipt of 25 tons of diesel oil and 560 gallons of (presumably) lub. oil most welcome, it is regretted that the only internal combustion engines used by the Troop are one out-board engine of 1½ h.p. and one cyclemaster to propel a Scout. The supply of the above fuel would enable a dinghy to be propelled by the former engine for 57,000 hours which, my Scouts tell me is more than they anticipate doing during the next 285 years.

In view of the foregoing it is requested that S.N.S.O., Portsmouth, may be requested to divert the fuel to a more suitable recipient, possibly H.M. Submarine Sea Scout.

(Sgd.) W. Scott,  
Scoutmaster.

## R.N.A.S. ANTHORN

ADMIRAL SIR CASPAR JOHN, K.C.B., paid a brief visit to us on February 8, to say good-bye on leaving his appointment as Flag Officer, Air (Home). He also spoke individually to the Master-at-Arms, and the

presidents of the Chief Petty Officers' and Petty Officers' Messes.

A recent lamented departure from Anthorn has been a certain well-known character, variously described as "that fellow E—," "Wallace's master" or "D.S.O." Having been appointed to a ship at Port Said, he thought it necessary to make a special effort and have a haircut, due to the probable lack of barbers there, and then got a last-minute change of appointment to Collingwood. Consequently, he complained bitterly of the waste of two shillings. However, he might one day get that sum back for the so-called vehicle he left behind—if he doesn't get a scrap-collector's bill instead! It was also noticeable that the Ship's Library returned almost to its normal size, when he cleared out his cabin prior to packing!

## 894 SQUADRON

JANUARY 14 heralded the first squadron commissioning at R.N. Air Station, Merryfield, the temporary home of the flying task of H.M.S. Heron. Lowering skies and driving rain could not dampen the spirit of the ceremony, and it was a cheerful band of thirteen officers and 120 ratings who paraded before Capt. H. J. F. Lane, O.B.E., R.N., to embark on their commission as a Front Lone All-Weather Squadron.

First Squadron to form at Merryfield, 894 is also proud of the fact that it is the largest All-Weather Squadron in commission, and is equipped with the latest type of Sea Venom. There has been no 894 since the closing stages of the war, and although something of the Squadron's past is known, there are gaps in the record; so the Commanding Officer,

See page 15  
for  
Classified  
Advertisements

Lieut.-Cdr. P. G. Young, R.N., appeals to all past Squadron members, and others who may know anything of past 894s, to send what they know to the Squadron Staff Officer. Old Line Books, stories of personalities, events, places visited and operations of the Squadron, will be welcomed.

As with ships, so it is with squadrons; commissioning usually brings many strange and untried people together for the first time, keen to work as a team to bring their unit to the highest peak of efficiency; but,

in his welcoming address to 894, Capt. Lane observed that there were quite a few familiar faces. It was indeed true, for the Commanding Officer, the Air Engineer Officer, the Chief Aircraft Artificer, and at least a dozen others were serving together in 890 Squadron only last year. Such a background of known and proven abilities augurs well, for there is a long, steady grind ahead before the Squadron is ready to embark, later in the year.

After a month in commission, the Squadron is well away to a flying start, everyone has settled into routine, and all look forward to the completion of the pre-embarkation work-up, and—the carrier.

## H.M.S. HORNET

CHAMBERS' ENCYCLOPAEDIA gives this description:—"The Hornet (*Vespa Crabro*). It is not uncommon in parts of England, but is not found in Scotland . . . the females have formidable retractile stings . . . the nest is composed of coarse papery material manufactured from bark."

Our Hornets have been known to visit parts of Scotland from time to time. Such places as Oban, Buckie, etc., have been honoured. In some cases it has taken the Hornets longer to get there than was expected. The "formidable stings" referred to are not peculiar to Hornet, but are universal among the females of all species. Those who have visited H.M.S. Hornet will appreciate the reference to the type of material used in the manufacture of "hornets' nests." Most of our accommodation is composed of wooden huts of great antiquity and it says much for the material, and the workmanship, that they are still standing. It is possible that Dolphin II will be handed over to us in the not too distant future. This will mean a considerable improvement in the standard of accommodation for some lucky people.

The boats have been very quiet lately. Due to fuel shortage and the 2nd Squadron "working-up" their new boats' life has been quiet. In early March the 1st and 2nd Squadrons visit the East Coast for their spring exercises. Everybody is working hard at the moment to get everything into trim for the ten days of exercises, with little time for maintenance or rest.

In the sporting world we still forge ahead. The soccer team have won through to the final of the U.S. Junior Cup where they meet H.M.S. Sultan with whom they tie for top of the U.S. League Division II. So far they have played 15, won 13, lost two with 98 goals for and 18 against. Next month they hope to be able to furnish a photograph of the team complete with cup.

The rugby team have had a fairly successful season finishing third in the Command Junior League. They are not as fortunate as the soccer world in that there is only one rugby cup, which is competed for by both senior and junior teams. They met H.M.S. Collingwood in the first round and were beaten after a hard battle.

## Civilian Clothing Suggestions—by Bernards

Spring is traditionally the time for new clothes and, as always Bernards have a very attractive choice to offer customers.

There are Lounge and Sports Suits, Blazers, Sports Jackets and Trousers all from excellent cloths, splendidly Tailored to reflect the latest style trends and these are available in a wide range of sizes at Bernard Branches whereby most customers may immediately obtain a perfect fit. However, where Tailored to Measure clothes are required Bernards provide a fine choice of patterns and a prompt delivery of orders.

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## H.M.S. CONDOR



St. Christopher's Church of England Chapel, R.N.A.S., Arbroath

### Indian Conversion Course

THIS CLASS consists of eighteen Indians and is beginning a one year's conversion course. They are engine-room artificers and will become aircraft artificers.

All have served on ships of the Indian Navy, two of them on the flagship I.N.S. Delhi, probably better known as H.M.S. Achilles of River Plate fame.

Their average age is 21, most of them are Hindus, although there is one Sikh who wears the traditional turban headgear.

### Canadians

There are quite a number of Canadians on the station and these are attending the Air Mechanics' Course which lasts for two years.

Almost every Air Mechanics' Class has a few Canadian members, and all seem to enjoy the course and their stay in the Arbroath area. As a rule they are married men and have their wives and families in the district.

### Chief Wren B. J. Jones

Although she has been married for several years Chief Wren Jones remains in the Service and is the Chief Wren Steward in the Wardroom.

Her husband is in the Admiralty Police and is also at Condor. When first married they went to R.N.A.S. Anthon and were there for four years until Chief Wren Jones was posted to Condor. After a spell at R.N. Stores Depot, Warrington, the husband also secured a posting to Condor.

They own and live in a caravan within the station. When on the move they take their home with them.

### Church News

In the January edition we described the work being carried out on St. Christopher's Church of England Chapel. All this work has now been completed. The pulpit was made by the Station Civilian Joiner, Mr. Craig.

### Rev. W. M. Lamont

The St. Andrew's Church of Scotland and Free Churches Chaplain has been appointed to H.M.S. Collingwood as from February 16. During his stay in Condor attendance at this church has continually improved and all will be sorry at his departure.

No relief has yet been appointed and meantime the Rev. Alexander MacKenzie of near-by Colliston will officiate at the Church of Scotland and Free Church services.

### Condor Football Club

Since the beginning of the season the soccer teams have gone from strength to strength and have won more and more of their games. The most recent eight fixtures have all been won by the first eleven and the team is gradually creeping up the league table. The second eleven consisting of apprentices is likewise doing well and at the moment are likely winners of the league trophy. Attendance at training practice is excellent and all are enthusiastic about physical fitness.

The secretary is P.O. P. T. I. Carnochan and the team captain is P.O. Crossland who has represented the Navy in Scotland on three occasions, doing well in all games.

### Condor Badminton Club

This club meets three times weekly for practice and tuition for beginners. There have been two fixtures, one with Dundee Training College and the other with Hopemount Arbroath. Although both matches were lost it is considered that the teams did

extremely well, and particularly the Wren members in that two of their number have been playing the game only since the start of the season.

The secretary of the club and star player on the Wrens' side of the team is P.O. Wren Fernandes who is leaving Condor soon, and whom we all wish every success in her new appointment. Assistant secretary is P.O. P. T. I. Carnochan.

It is hoped that on next meeting Dundee Training College and Hopemount clubs this season that the results will be reversed.

### Condor Rugby Club

Inst.-Lieut. Young and Apprentice Wanklyn have been chosen to represent the Navy in Scotland against the Army in Scotland in the forthcoming match at Rosyth, Wednesday, March 20.

### Wrens' Valentine Dance

This was held in the Wrens' quarters on Thursday, February 14. The decorations were magnificent, it was well attended and extremely successful in that over £32 was raised for the W.R.N.S. Benevolent Trust.

### Condor Hockey Club

P.O. Gordon and Apprentice Holness were chosen to represent the Navy in Scotland against Glasgow University Hockey Club and St. Andrews University, Dundee.

Lieut.-Cdr. Yeo was selected to play against St. Andrews University, Dundee, but was unable to play. His place was taken by Apprentice Starr.

### W.R.N.S. 22 Rifle Shooting

Third Officers Maconochie and Ness and Wren Bray were selected to shoot for the W.R.N.S. Home Air Command in the Inter Command 22 Rifle competitions. In these the Home Air Command took first place.

Third Officers Maconochie and Ness were also chosen for the R.N. Women's 22 Rifle team and took part in competitions against the Women's Civil Service team and Portsmouth Ladies' team and in the Inter-Services competition at Uxbridge.

The R.N. Women's team won against the Women's Civil Service. In this contest Third Officer Ness had the highest score on the W.R.N.S. side and won a silver spoon. The team was likewise successful in its fixture with the Portsmouth Ladies.

In the Inter Services competition at Uxbridge the R.N. Women's team was second, being beaten narrowly by the Women's Air Force.

## AIR COMMAND

SINCE THE last edition of NAVY NEWS, things have moved fairly rapidly for the Field Gun crew, in more senses than one! On February 1, two crews, each of 18 men, chosen from the 50 allowed under the Competition Rules, started training with the actual Field Gun equipment.

Although the frequent and heavy rain kept the crews away from the track during the first week or so, since then progress has been made steadily, despite an unfortunate crop of early injuries.

So far, the drill has been tackled in sections, each number learning his particular task in detail. At the present moment we are busy tying these pieces of drill into the whole, and some time next month hope to be returning times of around the 4½-minute mark (3½ minutes is a fair time for Earl's Court).

The "A" Crew is being trained by P.O. J. McW. Scott, who was second trainer to last year's all-successful team. The men are toughening up

THE STATION 303 team has now started training for the H.A.C. Meeting at Browdown on April 8. This year we are blessed with six "X" class shots. C.P.O. O'Sullivan has taken the revolver team under his wing and it is hoped that honours in this section will be ours this year.

As always, the team comprises senior ratings and officers, with the sprinkling of youth and Wrens. What has happened to the spirit and adventure of youth?

The fighting Padre will remain with us until May, so that the continuity of the Seahawk team prevails.

Unfortunately the Wrens failed to qualify for the finals of the H.A.C. Wrens Knock-Out League. After a game series and much bullying by the Gunner, they succumbed to the guns of Gamecock.

However, once C.P.O. Wren Bruce has settled to marital bliss, we hope she will bring national honours to the station, having been entered for the Women's Individual Championship of Great Britain in "B" Class. A team comprising two Wren officers and two Wrens, has been entered for the Women's Team Championship of Great Britain, "C" Class. We wish them every success.

With one point and a count out of Carton Bulls 34-32, the Open Team beat Nuthatch and Gannet to enter the semi-finals of the H.A.C. Open Class Knock-Out League. With a definite 595 on the cards we eagerly await the result from Sanderling who are already reputed to have lost three points on their first card.

The Gunner sits and sweats!

### Rugby

The rugby team are having a tough season in the local circuit as most of the Cornish teams are on top form. However, the team have plenty of spirit and they are keeping the scores low and giving a good account of themselves.

Two notable games recently have given the team encouragement. By drawing nine points all against St. Ives and losing by only 17-3 to the noted Pirates of Penzance the team have more than added to their popularity in Cornwall.

The W.R.N.S. annual dance at Culdrose was appropriately held on St. Valentine's Day. Contrary to the usual practice of holding the dance in the gymnasium, this year's event took place in the W.R.N.S. quarters. The new location provided separate bar and

## Inter-Part Cross-Country staged by R.N.A.S. Culdrose

### Inter-Part Cross-Country

The inter-part cross-country race took place at Culdrose on the afternoon of February 13. 130 competitors took part in the race which was started by the Commanding Officer, Capt. D. Vincent-Jones, R.N. The course of three and a half miles included hill and dale, with plenty of mud and water thrown in for good measure.

It was a gruelling race and was won by N. A. Strangleman of 849 Squadron in the fine time of 19 mins. 5 secs. Second place went to R.E.M. Miles of 814 Squadron with a time of 19 mins. 10 secs., while N.A. Wolham of 750 Squadron came in third with a time of 19 mins. 18 secs.

sitting-out rooms, and this enabled the dancers to carry out their gyrations without fear of interrupting others engaged in the more mundane habit of eating and drinking.

There were over 250 present at the dance. Principal guests were the Commanding Officer, Capt. D. Vincent-Jones, R.N., First Officer E. Roberts, W.R.N.S., Cdr. B. I. Anson, R.N. (Executive Commander) and Cdr. I. G. W. Robertson (Commander [Air]).

The decorations in the bar and dance hall were apt and widely admired. Ldg. Wren S. Clark and her helpers are to be congratulated for their work on these decorations.



Team placings were: 1st—A.T.D.U., 275 points, 2nd—814 Squadron, 329 points; 3rd—765 Squadron, 348 points.

The well-stocked bar and buffet were quickly exhausted, so it looks as if the fair ladies had been dieting for the occasion again.

A very smart cutlery set was raffled and won by a gentleman of the R.A.F. This person, evidently a bachelor, gallantly stated, "I'll give it to the next couple married at Culdrose!"

The dance realised a profit of £20, part of which will be devoted to the W.R.N.S. Benevolent Trust.

## FIELD GUN CREWS—1957



### Air Command crew in action

steadily and the whole crew is really determined once again to win all three trophies at Earl's Court.

C.P.O. T. G. Proctor's job as "B" Crew Trainer is an important but often disappointing job, for he often loses his best men to the "A" crew. However, the importance of being able to rely on the reserve crew for replacements cannot be over-emphasised.

The attached photographs, taken during the training, show the first and second "swings" on their way across the chasm on the outward run, and the body of the gun in the process of being taken over the wall.

On Wednesday, February 20, Commodore J. E. M. Glenny, D.S.O., D.S.C., Royal Navy, inspected the crew, and made a short address in

which he spurred the crew on to greater efforts, assured them of the support they would receive in their endeavours and wished them the best of luck at Earl's Court this year.

### PORTSMOUTH COMMAND

AT THE time of writing the "A" crew are already setting up good times for both the Run Out to the 1st action and back to the 2nd action. Most runs, however, are still marred by penalties for faults in drill. Despite the extremely wet weather the track has stood up well to hard running and is fit for use a few hours after rain has stopped. This is a great improvement on former years, when much valuable time was lost throughout training by

having to contend with a quagmire.

The first day of training—February 1—set the scene for February Filldyke by producing a torrential downpour and howling gale. However, the Commodore braved the elements to come and inspect us and give us a few tips on training. The theme of his speech was "Not soft soap and flannel, but steel and acid," to quote his own words. Just the right stuff for field Gunners.

Visitors so far, apart from the Commodore, include the Captain of H.M.S. Excellent, the Battery Staff, and practically every ex-Field Gunner in the port. It is most encouraging to find how much interest is aroused throughout the Command at the commencement of each Field Gun season. Visitors are always welcome at the Track—we have no secrets to hide!



## R.N.A.S. Abbotsinch



Admiral Sir Caspar John, K.C.B., walking round the guard with the Commanding Officer, Scottish Air Division, at S.A.O.'s final parade on Sunday, February 17

A CERTAIN something has gone out of the life of the station with the loss of its weekend fliers, in the shape of the Scottish Air Division and 602 Squadron, R.Aux.A.F.

A number of people have been observed to turn pale and check themselves when obviously about to say, smoothly, "Sorry, old boy—I can't make it Tuesday—S.A.D. weekend, y'know," and our flying has been reduced to testing our multifarious products and dealing with foreign aircraft visiting—in recent weeks, French, Danish and Norwegian. We thought these latter might be N.A.T.O. agents trying out our G.C.A. as pioneers of some big, new aircraft supply scheme. If so, that settles that!

In view of happenings elsewhere, it may sound like boasting to report that for the winding-up of our Reserve Squadrons we actually had parades at which complete uniforms were worn! Spectators gasped at the bold simplicity of this move; not a bowler hat or an umbrella in sight!

There is little one can say by way of postscript to these happenings without becoming controversial, for everyone has his own opinion about the rights and wrongs of abolishing this voluntary flying-effort. However, whatever one's views on the necessity, or lack of it, for taking this step, there is surely room for personal regret on this occasion.

602 Squadron, R.Aux.A.F., took the first step towards disbandment with an all-but-final parade on January 27, at which His Grace The Duke of Hamilton and Brandon, K.T., P.C., G.C.V.O., A.F.C., D.L., took the salute. The Duke was one of the Squadron's first pilots, was Commanding Officer in 1932-34 and is now the Squadron's Honorary Air Commodore. He is to present the Squadron with its standard on March 3 and, things being as they are, this will immediately be laid-up in Glasgow Cathedral.

602's very fine record was rounded off by their winning, in 1955, the Cooper Trophy for the greatest improvement of an R.Aux.A.F. squadron in over-all efficiency.

The Scottish Air Division held its final parade on Sunday, February 17, Admiral Sir Caspar John, K.C.B., taking the salute. Afterwards the Admiral and local dignitaries, including the Provost of Paisley, were entertained in the Wardroom, and the opportunity was taken by the Scottish Air Division to present its Commanding Officer, Cdr. J. Murrice,

M.B.E., D.S.C., R.N.V.R., with a silver salver in recognition of his ten years' devoted service.

On Monday, 18th, the Station was paid its termly visit by Flag Officer Reserve Aircraft, Rear-Admiral J. D. N. Ham, C.B., who did the Wardroom Officers the honour of dining with them on that evening.

On Tuesday, 19th, the First Lord of the Admiralty had a necessarily quick walk round the Station, accompanied by Flag Officer Scotland, Vice-Admiral J. W. Cuthbert, C.B., C.B.E. Once again the Guard and Band were congratulated on their smart performance. Station officers standing-by were tempted respectfully to reply, "You're only saying that because it's true!"

Our impression of this visit was that the standard of officers' accommodation here aroused the First Lord's sympathy, especially since the wall of a hut came away in his hand. Fortunately, or unfortunately, this was in the middle of a rare bright and sunny period. Typical winter weather would really have resulted in scenes to tear at the heart-strings—possibly even the purse-strings. Chekov would have felt his writing-hand twitch, given a Little Russian Mother (Security Patrol permitting), staggering around our officers' lines looking for an old roof with which to get the stove going.

### Sailing

Our Commanding Officer, Capt. J. V. Waterhouse, D.S.O., O.B.E., R.N., has recently become Commodore of the Home Air Command Sailing Association.

Apart from the scraping and painting of dinghies usual at this time of the year, the Station's sailing enthusiasts are hoping to have the 100 sq. metre Wal and the 50 sq. metre Sea Swallow based here for the Clyde week, beginning on June 29. These should give excellent sailing facilities to keen sailors in this area.

### Agricultural Scheme

About five acres were put under the plough rather later than we should have liked in 1956. In spite of a poor summer, 40 tons of potatoes were harvested, seven tons being retained for seed and the remainder taken by the Supply Officer.

The eventual aim is to cultivate about 20 acres—15 of potatoes and five of brassicas—and accrue sufficient capital to commence pig-farming on a worthwhile scale.

## RESERVE FLEET

### T.V. Debut

THE VISIT of the South London Centre of the National Blood Transfusion Service on February 1 last, as forecast in NAVY NEWS, proved to be an occasion of great interest to personnel of the Reserve Fleet. Representatives from both Photographic Agencies and the Independent Television Authority took advantage of the visit to record the event and later that evening, an edited version of the sequence of operations in blood transfusion was shown on the I.T.V. News-reel. It is hoped that all the film may be screened on board H.M.S. Vanguard at a later date.

The National Blood Transfusion Service Unit was very pleased with the response given by the ship's company and left the ship with 210 pints of Reserve Fleet blood—the best "blue" of course—and to be held in reserve naturally!

### "Film Extras Required"

This rather strange appeal appeared recently on the ship's company notice boards and as these extras were to be paid, there is no need to add that volunteers were in abundance. They were needed in connection with the filming for the Admiralty of an Instructional Film entitled "Ship Husbandry." A sequence of shots was required showing sailors doing work at home in the way of painting, scrubbing and the various odd jobs that are continually taking place in a home. Similar jobs on board were filmed, the idea being to illustrate which job was better done. For the shots taken of the painting of a room at home, the Film Unit provided the rating concerned with sufficient paint to complete the decoration of the room. We understand that it did not include "crabfat"!

## COMMAND CHANGE IN H.M.S. VERNON

WE START, this month, with an apology for failing to report in the last two editions of this paper... is it any use pleading too much work? No, perhaps not!

Since our last contribution, we have had a change in command. Capt. E. A. Blundell, O.B.E., R.N., has taken over the reins from Capt. J. Grant, D.S.O., R.N., and we wish Capt. Blundell every success in his appointment; we already feel that his sojourn with us is going to be as happy as that of his predecessor.

Talking of reins reminds us of the recent call by the Captain of H.M.S. Excellent. He arrived in a pony and trap steered by Second Officer W.R.N.S. Scott. It was an awe-inspiring sight as Second Officer E. Farmer, armed with sugar lumps, secured the pony's head to the hitching rail in front of the saloon with a Wren's hitch (see Seamanship Manual, Vol. IV). The gardener was very grateful for the small contribution.

### Another Change

Incidentally, we have said farewell to Second Officer Farmer, who has left to take up a new appointment in the West Country. We were sorry to see her go and wish her luck and hope that she will find her new job as pleasant as the one she has left. We welcome her relief, Second Officer D. L. Orton, who comes to us from H.M.S. Dauntless. Those of us who have served in the Med. will remember that Second Officer Orton dispensed pay and Post Office withdrawals in H.M.S. Phoenixia, where she was in supreme command of the cash and 50 Wrens. Tennis players will know her strength on the courts, and as Hon. Secretary, R.N. Women's Lawn Tennis Association, she has a very busy time organising the championship tournaments at Wimbledon in August of each year. We have no doubt but that our own tennis team will be very glad to have her with us.

Another change of staff has occurred in the Theory section. Inst.-Cdr. F. Brownridge was relieved on his promotion by Inst.-Lieut.-Cdr. S. A. Parkin, who comes to us from H.M.S. Collingwood. He is a first-class actor and drama producer—in fact, he has been cajoled into taking over the production of one of our

entries for the Festival, Molière's "Scapin." We hope that he will repeat his fine performance of last year, when he won the Command Cup for Collingwood.

Our other entry is an extract from "Hamlet" (do I have to give the playwright's name?), produced by Inst.-Lieut. Ken Boardman. The lead is being taken by John Usher.

Lieut.-Cdr. C. H. Fothergill comes to us from the 3rd Frigate Squadron, Far East Station, where he served as Squadron Staff T.A.S. Officer. He has assumed duties of First Lieutenant. Lieut.-Cdr. C. Hearn, after his arduous term of office as "number one," and his first-class job as Press Liaison Officer, is exchanging his walking stick for a pen and is lending his talents to the Book Writers.

This article is rapidly developing into a "Hail and Farewell" column, but, nevertheless, we cannot do better than end it by adding our good wishes to Mr. Bate, who recently retired after 25 years as one of our ward-room attendants. At a recent ceremony, the Captain presented him with the Imperial Service Medal subsequent to his retirement. Royal Marines everywhere will recall his retirement from the company 25 years ago. Good luck, Mr. Bate!

### Sea Cadet Corps

As a result of the recent reshuffle of the divisional system in Vernon, a "Wandering Trophy" has been presented. The holder may be challenged by other divisions at any form of sport and already it has changed hands many times as a result of challenges in soccer, basketball, 22 rifle shooting, tug-of-war and a boat race. With regard to the latter, the successful coxswain was not thrown over the side as it was too cold—what is the Navy coming to?

A little known activity that goes on in Vernon is that of the Vernon Sea Cadet Corps. Any form of youth activity is a worthwhile job and we

hasten to congratulate and thank Lieut. D. Campbell for all his efforts on behalf of the Vernon Cadets. He has done a magnificent job which has taken up a great deal of his own spare time, and we would like him, and his team of helpers, to know that their unstinted efforts have not gone unnoticed. The Corps numbers 75 boys of ages from 10 to 15 with a waiting list of some 30 boys. It was originally limited to sons of Vernon personnel, but is now open to any boy. Lieut. Campbell has now been relieved by Lieut. O. J. Scurr, R.N., and we wish him the best of luck in his task. He is assisted by six instructors, C.P.O. Gray, P.Os. Paton, Lunan, Preston, Carter and Cooper, and two very loyal helpers, L./Sea. Breed, who looks after the boys on the rifle range, and P.O. Blizzard, who takes care of the inner boy in the canteen. The Corps meet on two evenings a week with sporting activities on Saturday forenoons; quite apart from formal instruction in seamanship, first aid, navigation, etc., they have a full-time job in preparing for swimming, athletics and cricket Command championships. In fact, Lieut. Scurr is at this very moment "up to his ears" in the forthcoming boxing championships which he is organising for the Command. Vernon Cadets are the present holders of the trophy, and Lieut. Scurr assures us that his boys are not likely to lose it this year. They are hoping to get a site in the I.O.W. for their summer camp this year, and we hope that after the stress and strain of the field-gun training and a hectic year's work, they will have a pleasant time.

I think that that just about brings us up to date, except that we would like to line up with all other correspondents in wishing the Reverend Tregenna-Piggott a very happy retirement. He has worked hard on this paper and deserves every congratulation on its success, and we are glad that he is continuing to act as Editor.

## ROYAL HOSPITAL SCHOOL HOLBROOK

WE REGRET to report the death on January 30, 1957, of Charles Thomas Ship, L.R.A.M., A.R.C.M., Bandmaster Royal Marines, aged 65 years. Bandmaster to the time of his death of the Royal Hospital School.

Joined Royal Marine Band Service at Eastney in 1905. His outstanding ability was early recognised in his promotion to corporal at the age of eighteen. He served in H.M.S. Marlborough, flagship of Second-in-Command Grand Fleet, at the battle of Jutland. Before retiring from the Royal Marines after 25 years service, he was for some time in charge of the Boy Musicians at the Royal Naval School of Music. This was fitting preparation for his 26½ years with the Royal Hospital School, which he joined at Greenwich in August, 1930.

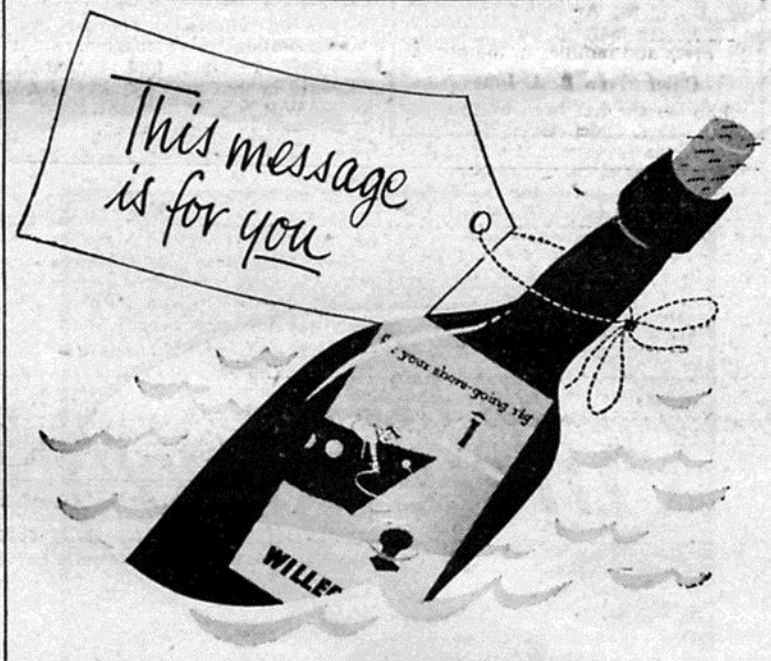
Mr. Ship's whole life was devoted to music, the Royal Navy, and the instruction of youth. A firm disciplinarian, he had the gift of inspiring enthusiasm and loyalty in all of the hundreds of boys who owe him so much. His untiring work and ability produced one of the finest junior bands in the country; a fact which was recognised at the Coronation Naval Review, 1953, when Mr. Ship and his band had the honour of being appointed to H.M.S. Persens, the ship accommodating the Admiralty official guests.

Mr. Ship leaves a widow, a married daughter and four sons, of whom the two youngest are at the Royal Hospital School.

### Easter Dance

The usual annual dance at Christmas time was not held this year because of the general transfer that took place just before the end of 1956 to H.M.S. Vanguard. The Welfare Committee has decided that it is time a dance was given and accordingly have chosen March 21 next as the date. Because of the large numbers anticipated the choice of a suitable place to hold this important function fell to the South Parade Pier, Southsea, which is the only place in the Portsmouth Area which will hold up to 1,500 people.

Dancing will be from 2000-0100.



You can't afford to overlook a message in a bottle, particularly when it's as important as this. It's Willerby's new folder, specially prepared for the Senior Service. It tells of high quality tailoring of made-to-measure and ready-to-wear shore-going clothes, and uniforms with that extra smartness that men in the Navy appreciate. At Willerby's you'll find a great variety of fine cloths... helpful service... such reasonable prices, and you can wear while you pay—by allotment if you wish. Now you know how important the message is—don't hesitate—write for a copy now, or call and take one when you're ashore.

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111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH  
END, PORTSMOUTH. 20 ABOVE BAR, SOUTHAMPTON.



## CALENDAR

**Hounslow Branch**  
Mar. 9.—Dance.

**Bridport Branch**  
Apr. 7.—Dedication of Standard.

**Barnes & Mortlake Branch**  
May 5.—Dedication of Standard.  
Mar. 30.—"Boat Race" Dance. White Hart Hotel.  
Apr. 27.—Dance. White Hart Hotel.

**Cheam & Worcester Park Branch**  
Apr. 6.—Annual Dinner and Dance. Crown Inn, Morden.

**Durham Branch**  
May 26.—Dedication of Standard.

**West Bromwich Branch**  
Mar. 12.—Special Ladies' Night.  
Mar. 26.—Dance. "Spon Croft" Hotel.  
Mar. 30.—Jumble Sale.

## VENUES

**Edgware.**—The Flying Eagle. First and third Sundays.

**Leamington Spa.**—Woodlands Tavern, Regent Street. First Friday.

**Croydon.**—"Queen's House," Poplar Walk. First Wednesday.

## We Remember Them

**Reading District.**—Shipmate L. Bennett, a founder member of the branch.

## PRICE INCREASE

It is regretted that, owing to the rise in production and distribution costs, it has been found necessary to increase the price of NAVY NEWS to 4d.

This increase will take effect from the April issue.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## LOWESTOFT

OUR FIRST event of the year was the Children's Party, held at headquarters on January 5. There were 100 children to contend with, but we had many willing helpers and, thanks to our Social Chairman, Mrs. J. Moore, and the ladies of the Social Committee, everything went according to plan. Shipmate Bob Evans carried out his role of Father Christmas and presented a gift and sweets to the under-eights to four, and Vice-President Shipmate Chipperfield, dressed as a pirate, did likewise to the over-eights to twelve.

At 2000 we "piped down" and a good time was had by all, including the parents.

On January 19 the branch held its Annual Dinner at The Scotsman, and this was our best effort since the branch started, for 100 members and guests attended.

Our worthy President, Dr. D. Boswell, said he was very pleased that the branch had been able to assist a number of shipmates during the past year and it was very gratifying to know that the spirit of comradeship was at a high level in the branch.

Responding to the toast of "The Royal Naval Association," the Chairman, Shipmate H. Dodwell, gave a brief survey of the growth of the branch and stated that we now had over 200 members and we are the strongest ex-Service organisation in the town.

The guests were welcomed by our Treasurer, Shipmate C. Linsdell. Representatives of Aldeburgh and Yarmouth branches were also included in the toast to "Our Guests."

## LONDONDERRY

THE LONDONDERRY Branch of the Royal Naval Association, which was formed last year, now has a membership of 97, it was reported at the Annual Meeting of the branch.

The Hon. Secretary, Shipmate F. J. Thatcher, said in his report that since the inaugural meeting in May last the branch had proved itself reasonably well, and, it was hoped, had created a favourable impression amongst the citizens and other organisations.

Reviewing the activities of 1956, the Secretary referred to the dedication of the Branch Standard at a ceremony at H.M.S. Sea Eagle in August, and said the fact that they were able to purchase the Standard in so short a time was due to the real interest of all shipmates.

The high-light of the year came when the Standard was paraded at the Old Contemptibles' Association drumhead service. Their thanks were due to the Cumber Claudy Pipe Band which led their contingent at the drumhead service and also at the Remembrance Day parade.

The report referred to the success of other events organised by the branch during the year, including a dance, a jumble sale in aid of the Standard Fund, and a Christmas competition.

The Main Committee recorded their appreciation of the assistance they had received in their work for the branch, and made special reference to the Wrens' Association and the Services' Club.

## CROYDON

AT THE Annual General Meeting, held on February 8, it was with genuine sadness that the resignations were accepted of three stalwarts who have served in office for many years. They have stood down in favour of younger men, saying that they find it increasingly difficult to keep pace with this "Rock and Roll" age. The first of this trio is Shipmate Beeching, who was Vice-Chairman and Past-Chairman. He has been relieved by Shipmate Figg. Shipmate Kennedy, now 71 years of age, has been an exceptionally capable Minute Secretary. He now hands on the pen to Shipmate Williams.

This branch has been very fortunate in its social secretaries, who, without the aid of dances, have managed somehow to raise money by other means to enable grants to be made to shipmates who have had long illnesses, and to cover the heavy expenditure on children's Christmas parties. Shipmate Wright, the retiring Social Secretary, is to be congratulated on the efficient way he has carried out his duties, and we wish his successor, Shipmate Pammett, equal success.

The Treasurer, Shipmate Baker, was re-elected to office. Under his charge the branch is in a very sound financial position and has been in a position to help members in time of need, and also the children of those no longer with us.

Our new home, from March 6, is to be Queen's House, Poplar Walk, Croydon. Area meetings will be held on the first Wednesday of the month. There is a bus stop at the end of the road, and all who call will be made welcome. An interesting feature is that it will bring together under the same roof members of the 4th and 6th Queen's Regiment and the Royal Navy. The Queen's served afloat in the days of the old wooden walls and have been guests of H.M.S. Excellent on many occasions. We are indeed privileged to hold our meetings in such comfortable and well-appointed surroundings, with their interesting historical associations.

## LEAMINGTON SPA

THE BRANCH at Leamington Spa is still going strong. At the Children's Party over 100 children were entertained, and even the babes in arms were given wonderful presents. Amongst those who helped to make this event an outstanding success was Shipmate Nell Fletcher, who was responsible for the catering. Many an ex-Jack Dusty sat up and took notice at her wonderful efforts. Then there is Mr. J. Curtis, one of the regular entertainers and a great friend of this branch, and ex-Wren Ruby Guest, who also gave yeoman service.

The Annual General Meeting was held at the Golden Lion, but meetings in future will be held on the first Friday of each month at 8 p.m. in The Woodlands Tavern, Regent Street, where all will be welcomed.

At the meeting the chair was ably taken at short notice by Shipmate R. C. Pullen in the unavoidable absence of our President, Capt. C. A. N. Chatwin, D.S.O., R.N.

## PORTSMOUTH

THE ANNUAL General Meeting was held at the Portsmouth Branch on Saturday, February 16, and was acknowledged by many as the best for a very long time.

The Chairman, Shipmate Cdr. H. West, opened the meeting with a full Committee on the rostrum to support him. We were again honoured by the presence of those two grand stalwarts, Admiral Sir Charles Little, G.C.B., G.B.E., C.B., our President, and Cdr. J. Lamble, Vice-President. With such an enthusiastic Committee, whose heart and soul is in their work, it came as no surprise to find them all unanimously voted for another term of office. Admiral Sir Charles Little placed emphasis on this point when responding. He said he was himself all for the R.N.A. and will be at the head of No. 3 Area as long as he is wanted. The ovation that followed left no doubt in Sir Charles's mind that his efforts in the past and in the present were appreciated.

The Chairman's report was brief but covered the main items of the past year and the hope for even greater achievements in 1957. The Hon. Secretary, Shipmate Lieut.-Cdr. Noble, gave a brief report and mentioned that, before the year is through, he might well be many miles away from Blyth. The Hon. Treasurer, Shipmate E. J. Piggott, whose invaluable work is known to so many, gave a most interesting report.

It was decided to make a new office, Assistant Secretary, so that the holder could take over from Lieut.-Cdr. Noble when he goes. Shipmate Pratt was elected to this office.

## EDGWARE

THE BRANCH held its A.G.M. and election of officers on January 25, when the following were elected for 1957: Chairman, F. Chaplin; Vice-Chairman, H. Rust; Hon. Secretary, G. W. Cook; Hon. Treasurer, A. Barnes.

The Treasurer was able to report that the funds were in good shape but regretted that the calls on the Benevolent Fund were above the average.

Interest was shown in the balance sheet by those present by the many questions that were asked, and all agreed that the balance sheet showed a healthy condition. The Hon. Secretary stated that the attendances at the meetings during the last six months were very disappointing and hoped that now the branch had resumed meeting at the original headquarters, The Flying Eagle, the attendances will improve.

## WORTHING

THE ANNUAL General Meeting was held on January 18 and results are as follows: Our retiring Chairman did not seek re-election, owing to ill-health and increasing commitments as Commanding Officer of the Sea Cadet Unit.

Shipmate R. E. Langelaan was elected to the chair as the result of a card vote and we were all pleased with the election.

Shipmate Ball declined to seek re-election as Hon. Secretary, for personal reasons, and the fact that he resides well out from the centre of things now. He retains his position as delegate to annual and area conferences.

There being no nominees for Hon. Secretary, Shipmate Harman was once again prevailed upon to undertake this office until another can be found to take over.

The branch Main Committee has some new and—we rejoice to see—younger members on it, and we shall expect great things of them in the future.

Shipmates A. Lock and G. W. Harman were elected vice-presidents of the branch for services rendered over a long period.

The year 1956 was successful, both socially and financially, although the balance sheet showed a lower balance than at the end of 1955. This can be explained by added commitments and donations which were not cancelled out by incoming donations. None the less, we are still in an extremely good financial position.

We have been visited by branches and other organisations and have repaid these visits. All have enjoyed them, both home and away. Our visits from H.M. Ships Starling and Plover were among the high-lights of the year.

Our Annual Dinner on January 26 was once again a success and took the form of a truly family party, including Shipmate and Mrs. Prior, and Shipmate Bristow from Lewes. We were indeed glad to have them with us. Speeches were cut to a minimum and the concert party, who entertained us after dinner, was very much enjoyed by all. Thanks, Jack Elton and crew!

We were pleased to see shipmates of Cape Town Branch mentioned by *Navy* and to know that one from No. 3 Area is well to the fore. Also the writer was very pleased to see an old Second Hand of his in H.M.S. Keith now occupying the vice-chair in Cape Town. Well done, Jackie Boy!

Subscriptions are coming in well and we look forward with confidence to the future. If all goes well we shall be attending Barnes and Mortlake dedication in May.

Our club is open each evening from 7 p.m. and we welcome visits from all and sundry, and we always repay our visits. All we ask is that you give us plenty of warning of your intended visits to give us time to get properly organised for your entertainment.

We are glad to note that we shall soon have a branch in Jo'burg and shall look forward to their contribution to this journal.

## AREA No. 4

DELEGATES ATTENDING the Area Annual Meeting, held at the headquarters, Plymouth Branch, Granby Barracks, Devonport, decided to hold the Area Annual Rally in conjunction with the dedication of the Bridport Branch standard on Sunday, April 7. An invitation is extended to all branches within the area, and those near neighbours, to attend with their standards. Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., has kindly consented to take the salute. Further particulars may be obtained from Area or Branch hon. secretaries.

The honorary secretary, in his report, stated that a new branch had been formed in Bridgwater, bringing the total number to 20. Although membership has remained steady, there was evidence of increasing interest in the Association.

The hon. treasurer in presenting the accounts referred to the cost of holding meetings, and thanked delegates for keeping expenses down to a minimum, so that it was possible to show a credit balance of £28.

Delegates expressed regret that the 1957 Annual General Meeting was not to be held in the West Country Naval port of Plymouth, the National Council having decided to visit Cardiff.

It was reported that no further news of the proposed amalgamation with the R.M.A. had been received; delegates concluded that negotiations were still "pending."

All the officers were re-elected and thanked for past services.

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## DURHAM

THERE IS not much news to report from the shipmates of Durham, but we thought that the election of officers at our A.G.M. on our February meeting night might be of interest: President, Rear-Admiral Hutton (re-elected); Vice-President, Rear-Admiral Laybourne (re-elected); Chairman, Lieut. W. E. Morley, R.N.V.R. (re-elected); Hon. Secretary and Treasurer, Shipmate Johnnie Egglestone (Johnnie took over the reins when Peter Clark, No. 11 Area Secretary, had to leave us); R.N.B.T. Representative, Shipmate Dick Heron (who takes the place of Shipmate Dennis Cunningham, who has done the job so efficiently since our inauguration but who now finds that his working is taking up so much of his former-leisure time); Committee (re-elected), Shipmates Dave Robinson, George Watt and Ray Mitchinson.

A special "mention" was made of the meticulous work done by our new scribes and of the unseen, and sometimes heart-breaking, tasks undertaken by the ever-cheerful Ray Mitchinson.

Shipmates who attended the D.L.I. Social had the usual good time and during the next month we are planning a trip to visit our late President, Cdr. Tom Crease, who—strange though it may seem!—has a pub.

We hope to have representation at the Doncaster dedication but we are finding that Sunday travel has its snags. Unfortunately, we cannot flaunt our spanking new Standard, as that will not be dedicated until May 26.

Shipmate Jackie Bolam celebrated his silver wedding anniversary recently; we wish this faithful shipmate and his kindly lady many happy returns.

In conclusion, what's the matter with the scribes in the other branches in No. 11 Area? Make use of the space that the NAVY NEWS so generously gives to us and let us hear of your activities!

## BARNES & MORTLAKE

WHILST OUR small craft, "launched and commissioned" just over a year ago, cannot yet be said to have assumed the displacement of a battle cruiser, she can at least be said to be buoyant in her own shallow draft rather than wallowing in "overdraft," a situation which pleases but does not reduce us to complacency. And to this happy state of affairs, which includes an "upward curve" membership, we can thank all those members (and outside friends), who have so nobly supported our dances, socials, dart matches and suchlike, and among whom we can number our most affable and co-operative Borough Mayor and good lady (Councillor and Mrs. F. A. W. Counter). Indeed, we are so pleased with the progress of the former—an ex-Army type—as to believe that when his term of office expires he may very well be tempted to sign on for his "doz."

Finally, and this in regard to the future, we shall be holding our standard dedication on May 5, at which our president, Admiral Sir Caspar John, K.C.B., will take the salute—we are also pleased to announce that the Royal Marine Band of the Flag Officer Air (Home) will grace the occasion by leading the parade.

## HOUNSLOW

THE BRANCH A.G.M. was held on February 15 with a very good muster of messmates. Our Chairman opened the meeting with our usual prayer to our fallen comrades. After the minutes of the last A.G.M. had been read, our Chairman, Messmate J. Brown, thanked all officers and messmates for their loyal co-operation in making the branch the success it is and how pleased he was to be the Chairman of such a happy band of messmates. He also gave a special word of thanks to the ladies for their generous help.

The Secretary, Messmate Daniels, then gave his report, which was well received.

The Treasurer had great pleasure in producing a very satisfactory balance sheet.

The Welfare Officer, Messmate Pocock, then gave a brief résumé of his activities, quoting a case of assistance via the R.N.B.T. and that he was working on two pension cases.

The branch has accepted several invitations to various socials, including the R.M.O.C.A. in April, R.A.A., R.F.A. Our social programme is very full and I fear some invitations we must turn down, owing to other commitments. We shall be at Twickenham and Barnes and Mortlake dedications.

## ISLE OF MAN

OUR ANNUAL General Meeting was held on Friday, January 18, at which there was quite a large attendance. The meeting opened with the minutes of the last A.G.M. being read by our Secretary, Shipmate J. Galt. Next came the Treasurer's report by Shipmate M. Bateman, which was very favourable indeed, considering we had just officially opened our new club.

The Chairman, Shipmate J. W. W. Hyde, then gave his address and thanked everyone for their co-operation during the year.

The Vice-Chairman, Shipmate H. Rundle, thanked everyone who had attended parades throughout the year and expressed a wish that more members would turn out.

Next came the report of the Entertainment Committee read by their worthy Chairman, Shipmate C. Conway, who gave us a splendid report of their work throughout the year. This Committee was re-elected for the next year.

All the General Committee were re-elected except for three new members; they are Shipmate J. Bregazzi, Shipmate J. Marsland and Shipmate G. Cain.

During the proceedings all members stood up for one minute's silence for our late shipmate, Founder Member W. S. Price, who passed away suddenly on January 10.

## IPSWICH

THIS BRANCH has now a membership of nearly 100, but it is their considered opinion that until there is a further increase in membership, no effort should be made to seek a separate headquarters. This opinion is conditioned in no small way by the fact that the British Legion Club, where the meetings are now held, is a real home from home, and the branch owes them a deep debt of gratitude.

The Committee is ably led by the Chairman, Shipmate Wally Thompson, assisted by the Vice-Chairman, Shipmate Hemmings.

The shipmates deserve a special mention for their invaluable assistance at socials and dances, and for the numerous raffles and jumble sales they have organised to help swell the funds.

Endeavours are being made to recruit new members, and a warm welcome is assured to all who visit the Legion Club on the second and fourth Tuesdays of the month.

## ISLE OF WIGHT BRANCHES

THE ISLAND'S three branches of the Royal Naval Association—Ryde, Freshwater and Bembridge—united to hold a successful dinner and social. A company of more than 140 sat down to an excellent meal. In proposing "The Association," Shipmate Capt. H. W. Edwards, R.N. (Retd.), president of the Ryde branch, who presided, said he did so with a great deal of pride in the Service in which he had spent most of his life. The Navy as a service brought out the good and bad in people, but the bad was overwhelmed by the good. Although the discipline was as rigid as they could find anywhere in the world, the Navy was also the greatest democratic society they could find.

### Admiral's Greetings

The health of the guests was honoured on the call of the president of the Bembridge branch (Shipmate Lieut. H. Butler, R.N. (Retd.)), who read a telegram conveying the best wishes of the National Council of the R.N.A., and a letter from Shipmate Admiral Sir Francis Tottenham, a member of Bembridge branch, who sent greetings and expressed pleasure at the increased interest taken in the Association throughout the country, indicated by the formation of new branches. He thanked the branches who had given Bembridge their support, especially Ryde, who had produced the blue-print to get them started. In response, Capt. P. M. Compston, R.N., of Bembridge, said it was a sobering thought after such an excellent dinner to realise that every other bite they had came by sea and that all the tobacco they were smoking also came by sea.

The toast of "Absent Friends" was proposed by Shipmate Lieut. P. R. Sheppard, R.N. (Retd.), chairman of the Freshwater branch, who expressed gratitude to those organising the function.

## CHEAM & WORCESTER PARK

WE STARTED our New Year well with a very successful dance in January, and followed it up in February with a very successful and amusing evening on the 9th, when we entertained our good ladies at a social evening in the Mess. A dance followed on February 23, which again turned out to be a grand evening. Luckily we have so far managed to keep our customers interested.

March 16 will see us boarding the liberty boat for Tunbridge Wells Branch, where I know we shall have a grand night out.

The fuel shortage may curtail our social visits a little, but if we can get a coach from our very good friends, Banstead Coaches, we shall always accept if we are not already booked, but please do give us plenty of warning beforehand for social engagements.

The shipmates of this branch have undertaken an entirely new project in the capable hands of the Social Secretary. So many adults malign our youth and do nothing to help them. This branch is going to organise a dance for local youths and girls, 14-18, at headquarters, so they can have their own dance and enjoy it in their own way. If they are successful we shall carry them on. I know our Social Secretary will make it as successful as our own dances. We never turn youngsters away from our dances, and we've always found them polite, courteous and well-behaved.

April will be our big event. On Saturday, the 6th, we have our Annual Dinner and Dance at the Crown Inn, Morden. We are entertaining the Mayor and Mayoress, Sir Henry and Lady Moore, Sir Roy and Lady Gill, and our President and his wife.

## RYE

THE ANNUAL Dinner, at the Flushing Inn, Rye, was the occasion chosen to welcome home the very popular President, Capt. H. C. Wethey, R.N., from his journey to the U.S.A. Members were indeed sorry that Mrs. Wethey was prevented through illness from attending, and, on their behalf, the Chairman, Cdr. Ramus, R.N.R., wished her a speedy recovery.

After dinner the President gave a most interesting talk on his travels from Manchester to the Grand Canyon and Mexico, which was thoroughly appreciated by all who were present.

## BIRMINGHAM CENTRAL

OUR NEWLY elected Chairman, Shipmate Griffiths, certainly hauled the ship off the rocks with a timely recommendation to up anchor and change our club-room. The proposal was carried unanimously.

The move to The Crown Hotel, Snow Hill, was, I am happy to say, conducted in a quick, efficient and thoroughly seamanlike manner.

The club-room and facilities are a great improvement, and, as it is also used by The Artists Association, I am sure, socially, we have "hit the jackpot."

Suggestions have been made to improve the social and entertainment side of the branch, and a committee of four shipmates has been formed to attend to this item.

A serious attempt is also being made to attract all ex-Naval types in Birmingham to join us and make this branch a credit to the grand service to which we belong.

## NEWCASTLE

AT THE Annual General Meeting, held on Friday, February 8, at our Headquarters, the Central Hotel, Gateshead, we elected a new Chairman, Shipmate R. Finch, and re-elected Shipmates A. Denton and A. Thirlwell as Treasurer and Secretary, respectively. No change was made in the Committee, who have served us well in the past year, except for the addition of Shipmate G. Gray, our retiring Chairman, who was thanked for his untiring services in the past years.

## DORKING

THE THIRD annual dinner-dance was held at the Watermill, Dorking, on January 25, with the chief guest Admiral Sir Alexander Madden, K.C.B., C.B.E. Unfortunately, Lady Madden could not be present owing to a recent accident. After a very good dinner, the President, Shipmate W. Burgess, M.B.E., proposed "The Queen" and then spoke of the R.N.A. in general.

During the past year some considerable sums of money had been collected for various charities, including the King George Fund for Sailors, and the local almshouses had received a very useful Christmas present from the branch. In reply, Shipmate Cliff Norris spoke of membership and the various venues of the branch since the days of 1951.

"The Ladies" were the next to be greeted. This toast was carried out by Shipmate A. Searle and replied to by one of our lady members, Mrs. P. Everitt, who helped the evening on quickly by giving the shortest speech of the evening (30 seconds).

At this point our new Chairman introduced the various other guests of the evening. These included Shipmate Gower, the Area Chairman, and his mother, the Chairman of the Dorking Council, and his wife; also, the Hon. Chaplain to the branch, the Rev. Canon K. Evans (Vicar of Dorking) and his wife. Shipmate Bob Terry went on to wish Lady Madden a speedy recovery, and asked Sir Alexander to take the branch's best wishes home. The stories which were told by the guests caused much laughter.

The President announced that he had a joyous and yet sad presentation to make to a member who had given 3½ years of good service to the branch as Treasurer, but who, alas, was leaving the branch. Wishing Douglas Mockford and his wife the best of luck in the future, he presented Douglas with a silver tankard, aptly inscribed. In thanking the branch, Douglas said that he noticed that there was not a branch where he was going, so he would see what could be done.

The evening continued with dancing and a short turn. A very good evening, thanks to Mr. and Mrs. Gifford and staff, was concluded by everyone joining in "Auld Lang Syne."

## WEST BROMWICH

WE ARE now well and truly launched with our building fund. The response to this during the past month has been excellent and keen interest shown. We are most grateful to everyone who supported our "Bring and Buy" Sale.

During February we banded together our lady members to form a working committee, and they should prove very useful for future functions.

We are now busy collecting jumble for a sale to be held at the end of March, so we invite you to turn out anything which you have no further use for and which may be useful for the sale.

Everyone was sorry to hear that one of our serving members, A./P.O.M. (E.) Ron Turner, has met with a serious accident during training, and we wish him a speedy and full recovery.

We appreciated the visit paid to us by our No. 8 National Council member, the first visit which this branch has had from any area official for many years. So, to Shipmate George Woodman we sincerely say, "Thank you!"

## HAVANT

WHEN HAVANT Branch held their Annual General Meeting on January 8 it was made known that their paid-up membership during 1956 had been exactly fifty and that the balance in the branch funds was a little higher than it had been at the last Annual General Meeting.

The meeting was very sorry to hear that the hon. treasurer would be unable to stand for re-election during the New Year. All showed their great appreciation to Shipmate H. J. Wellsted for the sterling work he had done before they elected Shipmate C. J. Snow to take over the office.

The branch president, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., took the chair during the election of the New Year's committee.

Admiral Sir K. E. L. Creighton, K.B.E., M.V.O., J.P., was unable to attend, but his message of good wishes was conveyed by the president.

On Sunday, January 13, the branch standard was taken to St. Faith's Church, Havant, for the quarterly church parade. Attendance was better than on previous occasions.



## A MESSAGE from the Chairman of HER MAJESTY'S FORCES SAVINGS COMMITTEE

IF YOU HAVEN'T ALREADY started saving, you should try to develop the savings habit while you are in the Services.

There are excellent facilities for saving in all Units of the Services in every part of the world—in fact the slogan of H.M. Forces Savings Committee is "Wherever you serve, you can save".

We have an excellent series of leaflets (as illustrated above) which tell in simple language all about Forces Savings.

Why not write for a copy of the leaflet which applies to your Service? Write to me personally:

**Air Chief Marshal Sir Hugh Saunders**

GCB, KBE, MC, DFC, MM.

**Chairman, H.M. Forces Savings Committee**  
1 Princes Gate, London, S.W.7

Issued by H.M. Forces Savings Committee



# H.M.S. SULTAN CROSS-COUNTRY MASSED START



H.M.S. Sultan cross-country massed start

SINCE CHRISTMAS Sultan's sporting activities have been favoured by all-round improvements. The first soccer team now lies second in the U.S. League Division II from H.M.S. Hornet, but have a game in hand. H.M.S. Hornet are also our opponents in the final of the Junior Charity Cup to be played on Wednesday, February 27.

The second eleven are now fourth in U.S. League Division III, P.O.M.(E) Newton having scored 23 goals for the first team.

The rugby fifteen under the captaincy of P.O.M. (E) Delaney have played five friendly matches since Christmas, winning four.

In the Portsmouth Command knockout, however, R.N.A.S. Ford proved too strong a team and ran out winners by 33 points to nil.

We wish them the best of luck in their future matches.

Hockey, with the advent of new classes, has again become popular and the results since Christmas, winning four out of five matches, shows promise for the future.

On Saturday, February 9, the first of our new trophies donated by the Ship's

Company, Royal Naval Barracks, Portsmouth, was presented by Mrs. Farrow to "B" Section Mechanician Candidates on winning the inter-part cross-country meeting. Individual winners being:—

1st.—Sub.-Lieut. Ryall; 2nd.—P.O.M.(E) Donno; and 3rd.—P.O.M.(E) Cox.

Another of these trophies will shortly be presented to the winners of the Deck Hockey League.

Future fixtures include an inter-part aquatic sports early in May and the annual athletics meeting on Wednesday, June 12.

In order to take advantage of the excellent stage facilities in the concert hangar, play readings were started in September, 1956.

These were very successful and it was decided to go straight into the production of a three-act play. The choice was "Cure for Love" by W. W. Greenwood.

The main lead was taken by Mechanician Candidates on course, who built the set, organised the lighting and took the male parts—their wives and girl friends were brought in for the female parts. L.M.Es. on course also pro-

vided "noises off" and general assistance back stage.

For the vast majority of people concerned, it was a new experience, but hard work and enthusiasm combined to make the show a huge success when it was presented on December 17 and 18.

The group is now rehearsing a one-act play by J. B. Priestley—"The Rose and Crown," which has been entered for the R.N. Drama Festival and is due to be shown at the Victory Theatre, Royal Naval Barracks, on March 13.

As a preliminary warm-up for the cast, the play will be presented in the concert hangar on March 6, and a full evening's entertainment is assured by the addition of variety turns provided by members of the ship's company and music from the Sultan Volunteer Band.

On February 13, a professional variety company was very well received by a full house and it is hoped to make this a regular feature of Sultan's entertainment programme which, with the efforts of the drama group, promises to be quite full.

## Sportsman of the Month

C.P.O. "SAM" JOHNSON, that cheerful and engaging personality at present employed as Staff Physical Training Instructor with the New Entry Division in the Royal Naval Barracks, Portsmouth, is a man of many parts.

A native of Amble, Northumberland, he joined the Royal Navy in 1937, but his sporting activities may be said to date from his entry into the P.T. branch.

In athletics, his main events are the shot put and discus and here he has been rather overshadowed by the achievement of the international and Empire Games competitor, John Savidge. However he won the Navy discus event in 1955.

He represented the Service in both events in 1950, 1951, 1954 and 1955.

In the Hampshire County Championships he has won the hammer event three times, the discus twice and the shot put once, besides winning the Wiltshire County shot put in 1951.

He has been captain of the R.N.A.C. (South) for four seasons, including last season when the club had their most successful year.

On the non-active side of athletics he is a member of the Hampshire County Athletic Association Executive Council.

He is a Hon. A.A.A. coach in the sprints, throws, jumps and hammer events, has attended the Loughborough College Coaching Courses and has been athletics coach to trainees at the R.N. School of P.T.

Another sphere of activity in which he excels in fencing, especially with the sabre.

He has represented the Royal Navy at the Royal Tournament for the last four years, and in 1955 was awarded the Duke of Gloucester's certificate. This award is given to those who reach the first three of a final pool at the Tournament.

In 1956 he was a member of the Royal Navy team in the Inter-Service championships.



C.P.O. S. Johnson

As with athletics, not content with being a practising performer, he is also qualified on the administrative side, and in respect of fencing is a qualified A.F.A. judge in all three weapons (foil, epee and sabre).

He is also a first-class soccer referee, having refereed many first class fixtures, and a boxing referee.

In spite of the successes that have come his way, mainly through his own endeavours, Sam Johnson is never too busy to advise and assist those in need of his services, whether in the sporting field or in the P.T. world. His quiet, cheerful manner accounts to a great extent for his reputation, not only in the Portsmouth Command but throughout the Navy.

He admits to one ambition, to win a championship at shot or discus of his home county, Northumberland.

## R.N.A.S. Stretton

### Current Affairs

ACHIEVEMENTS AND failures of the United Nations Organisation was the subject of a lecture given in the cinema on February 9 by Dr. D. W. Bowett, M.A., LL.B., Barrister-at-Law, who is a Lecturer on International Law at Manchester University.

The talk, which included world situations from the beginning of the League of Nations to the present problems, was very educational and informative.

Many questions were asked from an interested audience and it is anticipated that a further talk on U.N.O. will be arranged shortly.

### Field Gun's Crew

Congratulations to Lieut. D. C. Springall, R.N., who has left us to become the Air Command Field Gun's Crew Officer. To P.O. (P.T.2) "Scouse" Hanley (trainer) and the accepted volunteers from Stretton who are N.A. P. J. O'Loughlin, N.A. W. McCoy and N.A. R. C. Bradbury.

We wish them all every success and we are quite confident that they will put up a good show!

### River Plate Film

A guard, under the command of Lieut. J. Cox, R.N., and Sub.-Lieut. K. Jagger, R.N., was paraded by the station on the occasion of the showing of the film, "The Battle of the River Plate," at the Odeon cinema quite recently, in Warrington.

After inspecting the guard, the Mayor of Warrington, accompanied by the Commanding Officer of the R.N. Air Station, at Stretton, Capt. E. M. Harvey, R.N., joined officers of the Royal Navy, Army, Royal Air Force and U.S. Air Force in seeing the show which had been laid on by invitation of the management.

Before the commencement of the show the Blackcap Band, under the direction of Band Sergeant Lane,

## Mediterranean News-Letter

WITH THE Suez Canal crisis behind us the Mediterranean Fleet is settling down again to a programme of exercises and visits to foreign countries. H.M.S. Jamaica was at Taranto at the beginning of February, together with Defender and Delight, who spent the rest of the month at Cyprus. Jamaica returned to Malta and is again wearing the flag of Vice-Admiral L. F. Durnford-Slater, C.B., the Flag Officer Second-in-Command. Manxman, Cavendish, Whirlwind and Wizard all had a lengthy stay at Toulon where they were joined by the submarines Trenchant and Sentinel. H.M.S. Woodbridge Haven, the headquarter ship of the Inshore Flotilla, and some of the coastal minesweepers visited Messina, while H.M.S. Meon, the leader of the Amphibious Warfare Squadron, went to Augusta and Catania with Redoubt and M.L. 2583. Ark Royal and Carysfort arrived on the station from the United Kingdom.

Agincourt and Alamein went to Tripoli for a few days early in the month. With them went the Mediterranean Fleet football team to play against the leading Libyan club called Ittihad. Ittihad had not been beaten by a Service team since 1948 and so were confident of another victory. But the Navy beat them by five goals to four in what everybody acclaimed to be an exceptionally good game. The local papers were full of praise for the football and friendliness brought by the two ships.

During the month Gibraltar had the honour of a visit from H.R.H. the Duke of Edinburgh in H.M.S. Britannia at the end of his world tour. The Duke, of course, knows the Mediterranean well from his days as an officer in the Fleet.

### Distinguished Visitor

Another distinguished visitor to the station, this time Malta, arrived in the ample form of Professor Jimmy Edwards. He came to give his magnificent moustache a short holiday. The professor is well known in Malta from his many previous visits to entertain the forces.

During the first half of February, H.M.S. Uplifter and a team of salvage officers from the Boom Defence Depot at Malta salvaged the T.S. Banchinu after she had been driven aground at Mgarr, in Gozo, during a severe gale. The Banchinu, of some 350 tons gross, was the ferry running between Malta and the neighbouring island of Gozo.

When the first salvage officer arrived to survey the job, Banchinu was lying on a rocky shore and moving heavily in the swell. Seas were sweeping right over the wreck, which was apparently fully flooded and listed 30 degrees to port. The gale was still blowing, but the survey showed that salvage was possible, and the Boom Defence Officer undertook the operation at the request of the owner. Within 48 hours of going aground the diving party started patching the hull and taking measurements for further patches, despite a heavy swell that made the work dangerous.

Continued bad weather made progress difficult but soon sufficient patching had been done for pumping to begin, and H.M.S. Uplifter was brought into position alongside the wreck, after specially reducing her draft forward in order to be able to approach close enough in the shallow water. After much patching and some intrepid work by divers the wreck was moved a little way for the first time on February 7. On the following day it was moved a further 40 ft. and upright by some ten degrees. On February 9 she was refloated with a list of only two degrees and was ready to be towed back to Malta for repair. This splendid piece of work was rather by way of an encore after the Uplifter's and salvage officers' main performance at Port Said.

The Mediterranean Fleet has its own broadcasting service at Malta, sending programmes to ships and establishments in and around the island. The programmes are mainly relays of the General Overseas Service of the B.B.C., and gramophone request programmes from our own studio. There are also

occasional live shows produced by the Fleet, and commentaries and reports of the main sporting events. The studio has a gramophone library of 20,000 records lent by the Forces' Broadcasting Service, which in the past has been kept up to date with the latest recordings each month. Now, unfortunately, the F.B.S. has had to withdraw its assistance and so some other source of supply has to be found.

### Wrens Dance

In the middle of the month the Wrens in Malta held a dance at the Phoenicia Hotel. Everyone lucky enough to go reckoned it a great success. Judging by the absence next day of the Wrens' usual clear-eyed beauty, it must have been a whale of a party.

Two famous Caravaggio paintings, which are among Malta's greatest art treasures, have recently been in Italy for cleaning and display. They were transported each way in H.M. ships. So large and valuable are the pictures that when specially packed to prevent damage they weighed two tons and could not be passed through the bow doors of the L.S.T. that brought them back!

On February 25 the U.S.S. Salem arrived in Malta wearing the flag of the Commander, U.S. Sixth Fleet, Vice-Admiral Charles R. Brown. Salem came for a docking and the Admiral took the opportunity to call on some of the many authorities in Malta. One of the first people he met was the Commander-in-Chief Allied Forces, Mediterranean, Vice-Admiral Cato D. Glover, U.S.N. By a pleasant coincidence the two United States Admirals are cousins.

Constant sunshine and a sea temperature of almost 60 degrees have taken many of us to the beaches for the past three week-ends. Lying in the sun, we often wonder how you are enjoying the quaint English weather at home.

## ROSYTH AND WEST FIFE OLD COMRADES

ANNUAL GENERAL Meeting was held at the Queen's Hotel, Inverkeithing, on Monday, February 4, and presided over by the Chairman, Shipmate A. G. Hawser, who, in giving the annual report, mentioned the main financial support which was the source gathered from the whist drives run by the Ladies' Committee, to whom a hearty vote of thanks is recorded. Also the success of our Third Annual Dinner, so capably carried out by Social Convener Shipmate A. Lewrie, and the Treasure Hunt, which was so ably organised by Shipmate Stewart, and handing over £8 to the Navy Day Committee.

The President, Cdr. Wemyss, then occupied the chair for election of officers, which were as follows: Re-elected, the Chairman, Shipmate A. G. Hawser; Vice-Chairman, Shipmate A. Lewrie; Hon. Secretary, Shipmate Stewart; Hon. Treasurer, Shipmate F. Pinder; Welfare Officer, Shipmate A. G. Hawser; Publicity Officer, Shipmate B. C. Billinness; Enrolment Officer, Shipmate J. B. Lawson; Social Convener, Shipmate A. Lewrie.

The retiring Secretary and Treasurer, Shipmate P. Roche and Shipmate C. S. Pilcher, were accorded a hearty vote of thanks for their past services.

### Well Established

SUBMARINE OLD Comrades Association is now a well-established name and its branches number many members. There are eleven different branches, each branch being entirely independent of the others. Any two ex-submariners can get together and start a new branch in any part of the world. Just such a thing has happened several times in recent years. But there are some branches who have existed for a long time and their origin may be forgotten. It is therefore hoped to publish in these columns a short account of the foundation of each branch

from the Isle of Wight, entertained guests with a selection of Naval music.

### Memorable Week

Commencing on Saturday, February 16 H.M.S. Blackcap had a memorable week.

A cocktail party was held in the wardroom on the Saturday night and among the distinguished guests attending was the Admiral Commanding Reserves, Rear-Admiral G. Thistleton Smith, C.B., G.M.

On Sunday, February 17, the R.N.V.R. Northern Air Division held

their Final Parade, this being attended by the F.O. (Air) Home and the Admiral Commanding Reserves.

F.O. (Air) Home, Admiral Sir Caspar John, K.C.B., paid his farewell visit to the Air Station on February 20 and addressed the Ship's Company on the apron abaft the control tower, after which he took off for Northolt.

Ceremonial Divisions took place the next day and F.O.R.A., Rear-Admiral J. D. N. Ham, C.B., inspected the guard prior to taking off in his Sea Prince, which was piloted by Lieut.-Cdr. V. A. Walker, R.N.



## Home Air Command Sailing Programme

### SAILING

The following provisional programme has been drawn up for the Home Air Command Sailing Association during the 1957 season:

#### April

- 1 See Hexe and Sea Swallow allocated to Southern Region. Wal leaves Milford Haven for the Clyde.
- 30 Wal allocated to Northern Region.

#### May

- 17 R.O.R.C. Southsea/Lyme Bay/Cherbourg/Southsea Race (See Hexe and Sea Swallow).
- 24 Sea Swallow allocated to Western Region.

#### June

- 8 & 9 Dartmouth Windfall Rally (See Swallow).
- 21 R.O.R.C. Southsea/Cherbourg Race (See Hexe).
- 23 Sea Swallow transferred to Northern Region in Clyde Area.
- 24 Home Air Command Dinghy trials start at Lee-on-Solent.
- 29 Clyde Week begins (Wal and Sea Swallow).
- 29 R.N.S.A. Yacht Rally at Yarmouth, Isle of Wight.

#### July

- 7 Sea Swallow leaves the Clyde for the Solent.
- 8 & 9 Inter-Command Dinghy championships at Rosyth.
- 10 Wal transferred to Central Region for passage to Solent area.
- 13 & Inter-Services Meeting at Sea-view (Isle of Wight).
- 18 R.O.R.C. Cowes to Dinard Race (See Hexe).

#### August

- 2 R.O.R.C. Channel Race (See Hexe).
- 3 Cowes Week (Wal and Sea Swallow).
- 10 R.O.R.C. Fastnet Race (See Hexe).
- 11 R.O.R.C. Cowes/Cherbourg/Plymouth Race (Sea Swallow—transferred to Western Region on completion).
- 11 Wal transferred to Southern Region.
- 18 R.O.R.C. Plymouth to La Rochelle Race (See Hexe).
- 23 R.O.R.C. La Rochelle to Benodet Race (See Hexe).—transferred to Southern Region on completion.

#### September

- 1 Sea Swallow transferred to Central Region.
- 21 Wal transferred to Western Region.

#### October

- 31 Wal and Sea Swallow lay up in Solent area. Sea Swallow lays up at Abbotsinch.

## Sea Cadet Boxing at R.N.A.S. Stretton

A MAJOR sporting event of the Sea Cadet Corps was held at the weekend, January 25-27, when the S.C.C. Boxing Championships Quarter and Semi-Finals took place.

This stage of the boxing championships is equal in magnitude only to swimming championships finals, for some 170 cadet competitors and sixty officials assembled for the programme of boxing in two rings, which entailed some sixty bouts.

### The Weigh-in

On Friday, January 25, competitors and officials joined H.M.S. Blackcap in time to allow for a weigh-in at 2000. The weigh-in itself took two and a half hours and much credit must be given to the officials of the Northern Counties A.B.A. who carried out this task with their usual patience and co-operation. By 2300 officials were able to make the draw for the twenty-five weights, after which the sporting secretary's staff of the S.C.C., with the assistance of Lieut.-Cdr. (Sp.) J. G. Shilcock, R.N.V.R., and Lieut. (Sp.) Tutty, R.N.V.R., worked into the early hours of the morning to produce programmes for distribution to all concerned, thus enabling the smooth running of the morning session.

The thoroughness of the medical examination—resulting in six boys being unable to compete—upset the plans to a certain degree, but after a hasty redraw in the five weights concerned, boxing was under way in both the gymnasium and the cinema.

All boxing was carried out in the morning with the exception of seven bouts which were reserved for an evening session, which was attended by the Honorary Commodore of the Corps, Vice-Admiral Sir Gilbert Stephenson, K.B.E., C.B., C.M.G., Captain E. M. Harvey, R.N., and Cdr. Sir Hugh Dawson, Bt., C.B.E., R.N. (chairman, Sea Cadet Sports Council).

### Officers and Ship's Company Thanked

At the end of the programme, Admiral Stephenson thanked Captain Harvey, the officers and ship's company for invaluable assistance and hospitality. Afterwards the cadet instructors and the competitors enjoyed a "Boxers' Supper."

By 0900 on Sunday morning all officers and cadets had left the R.N. Air Station at Stretton, and were on their ways back to their destinations in England, Scotland, Northern Ireland and Wales, the next date for the finals being February 11, when the finals took place in the Royal Albert Hall.

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# SPORTS PAGE

## PORTSMOUTH COMMAND

### SAILING

THE PORTSMOUTH Command Sailing Association holds its 1957 Spring Annual General Meeting on Monday, March 25, at the Nuffield United Services Club. All members of ships' companies of Portsmouth Command Naval Establishments and attached ships are automatically members of the Association, due to their establishment's subscription to the Command Sports Fund. All are cordially invited, therefore, to the meeting, which takes place at 1700 hrs. in the badminton lounge at the club, rig plain clothes or uniform. A bar and snack supper will be available, and there will be an unusual attraction this year which should guarantee the success of the evening. The Glanville "Twins" are giving an illustrated talk on "Sailing to win," showing some of the tactics employed by skilled helmsmen like themselves in yacht and dinghy racing. This, of course, is a subject which Naval personnel usually only learn after long experience and, therefore, this talk should not be missed.

The Portsmouth Command Sailing Association is fortunate in having the friendship and assistance of the Royal Albert Yacht Club from whose signal station on Southsea front the summer racing outside the harbour entrance is controlled.

Racing begins on May 1 with an informal (no points) race inside the harbour. Thereafter there is regular racing for individual and inter-establishment events throughout the summer, primarily on Tuesday, Wednesday and Thursday evenings. There are also matches against other clubs and a number of regattas, including those of the Royal Naval Sailing Association and the Royal Albert Yacht Club on the week-end of July 20/21, and Cowes Week, August 3/10.

All information about the organisation and fixture list of the P.C.S.A. can be found in the 1957 Handbook, at present being reprinted, or by application to your establishment sailing officer.

Do not miss the Annual General Meeting on March 25 if you want your sailing to be a success this year.

### FENCING

#### Sporting Record Cup

THE TEAM foil competition for the "Sporting Record" Cup was held in London on February 2 and 3, at A.F.A. headquarters in Hanover Square.

The R.N.A.F.A. were drawn in the first round against the "London Blades." This resulted in an easy win for the R.N.A.F.A. by fifteen victories to one.

In the second round, the Navy were drawn against the "Phoenix" Fencing Club of Bristol, and after an exciting match just got home by nine victories to seven.

This took the Navy into the quarter finals, where they were drawn against "London Polytechnic." After a long and arduous battle lasting three and a quarter hours, the result was a draw, eight victories each. Unfortunately, however, the Navy had had more hits scored against them and were thus adjudged the losers.

Both teams were congratulated by the President on their high standard of fencing and their sportsmanship.

The competition was won by "Salle Paul," who beat London Fencing Club by nine victories to two in the final. This was their seventh successive victory in this competition, but it must be remembered that the four fencers comprising the Salle Paul team were the 1956 British Olympic team.

The following represented the Royal Navy:

- C./Sgt. J. Holland, R.M. (R.N.C., Greenwich).
- C./Sgt. G. E. Thomas, R.M. (R.N. School of P.T.).
- Sgt. R. A. C. Thompson, R.N. (R.M. Depot, Deal).
- P.O. K. Pearson (H.M.S. St. Vincent).

## HOME AIR COMMAND

### FOOTBALL

#### Inter-Command Cup

AFTER A convincing win at the expense of Nore Command, our team are now—like the old song—faced with "one more river to cross." Anyone who watched the Air v. Nore and Portsmouth v. Plymouth matches will agree that the final between Air

and Portsmouth promises much excitement.

In the first semi-final, played on the Royal Marines Ground, Chatham, Air Command were fortunate in having the services of N. A. Hasty, who was ably supported by his team-mates and played a constructive game which, thanks to his finishing, brought about the deserved result.

Nore Command elected to play with the wind but fell easy prey to the Home Air Command tactics which required their attack to punt the ball upfield, from the halfway line, into the large open space created and in which the Home Air Command defence had plenty of time to clear their lines in comfort. Had Nore made better use of the wind in the first half, they had golden opportunities to open the score. As it was, the Air Command team kept the ball low and were prepared to bide their time in no more than keeping their own half clear. Half-time score 0-0.

From the kick-off in the second half the Air Command fairly leaped into the attack and many a brilliant move was seen. Eventually, from a corner kick, Barnes centred a beautiful pass which Hasty skilfully left to Smith who, with a long drive, opened the score.

The play from then on was mostly in the Nore half with the Air Command team taking full advantage of the strong wind. In the 53rd minute Parker centred a high ball, which Hasty headed out of the goalkeeper's hands to bring the score to 2-0.

Air Command were now running in top gear: their accurate passing, interchange of position and switching of attack brought its own reward in the 65th minute when from Goodwin to Barnes—to Parker—to Hasty and a first time pile driver produced the third goal which set the seal on this very enjoyable match. And so, on to the final!

### ANNUAL GENERAL MEETING

The Annual General Meeting of the Home Air Command Football Association was held in Wykeham Hall, Lee-on-Solent, on Friday, February 15, at which the following officers were elected for the coming season:

Chairman: Capt. H. H. Bracken (R.N. Air Station, Lee-on-Solent).  
Vice-Chairman and Hon. Secretary: Lieut.-Cdr. L. R. Hollis (Flag Officer Air (Home)).

Members: Cdr. Page (Flag Officer Air (Home)). Sub-Lieut. Lundquist (Bramcote). C.P.O. Hogg (Anthorn). C.P.O. Sly (Culdrose).

Ex Officio: Sub-Lieut. Chittil (Flag Officer Air (Home)). C.P.O. Reynolds (Flag Officer Air (Home)).

R.N.F.A. Council Representatives: Lieut.-Cdr. L. R. Hollis (Flag Officer Air (Home)).

C.P.O. J. S. Reynolds (Flag Officer Air (Home)).

C.P.O. C. G. Sly (Culdrose).

Although the meeting was mainly concerned with domestic affairs, the following are points of general interest:

The draw for the Air Command Soccer and Rugby Knock-out Competition was made at this meeting and will be promulgated in H.A.C.S.I. in due course.

The Northern and Southern Trials will be discontinued next season as it was agreed that these were of little real value; instead, selectors will watch the preliminary Air Command Cup matches and report on any likely talent for subsequent Command Trials.

Air Command are very pleased to welcome Cdr. Page as the new representative of the Southern Area—his keen interest in football and past experience as hon. secretary of the Air Command F.A. will be of great help to the Management Committee.

### BASKETBALL

Eight teams have competed in the Home Air Command competitions. Fixtures were arranged on a zonal basis to reduce travelling time and expense. Results are as follows:

1st round.—Stretton 26, Anthorn 24; Bramcote 30, Brawdy 25; Culdrose 26, Yeovilton 21; Ford 25, Ariel 27.

Semi-final.—Stretton 27, Bramcote 43; Culdrose 26, Ariel 17.

Final.—Bramcote 17, Culdrose 18. As can be seen by the scores, all teams were well matched throughout the whole of the competition.

The final game, between Culdrose and Bramcote, was an extremely hard, well-played game with thrills galore. The first blood went to Culdrose who, with deft and accurate passing, scored

in the second minute of the game. Bramcote did not settle down at the start and missed many shots at the basket. At half-time, the score was 6-6, and tension was high.

In the second half, Bramcote improved considerably but both sides were very poor in their shooting. With three minutes to go, Culdrose were leading 18-14 when Bramcote scored two points—bringing the score to 18-16; then, only a few seconds before the final whistle, two penalty throws were awarded to Bramcote; this meant that there was a chance of a draw at full-time and that, if they scored, extra time would be necessary. Unfortunately the first throw was missed and, thus Culdrose were the winners.

Culdrose will now represent the Home Air Command in the Inter-Command competition proper and meet H.M.S. Thunderer (Plymouth Command) in the semi-final, at Plymouth.

### CROSS-COUNTRY

The Home Air Command will be all out to retain the Inter-Command Trophy at H.M.S. Dryad on March 5.

It is not possible to give details of the Air Command championships (which took place at H.M.S. Ariel on February 26) in this issue of the NAVY NEWS, as the dead-line for going to press had been reached before this event took place. Results and a full report will, however, be published in the next issue.

### BOXING

Ariel, Lossiemouth and Culdrose, in particular, are the favourites for the Air Command championships and Open Team competition to be held at Bramcote on March 19, 20 and 21; but, who knows, there are still three weeks to go and, maybe, many dark horses in hard training at the other stations. At any rate, we are hoping to see a record entry and, from the boxers, tons of guts, supreme fitness and—a good straight left.

### FENCING

Fencing in the Home Air Command is in the doldrums and needs a shot in the arm; reports received to date for the Royal Tournament, Phase I and Phase II, competitions, are not very encouraging. All fencers, both past and present, can do much to encourage this very fine sport and keep it alive at station level—we hope they are constantly on the look-out for more beginners.

### ATHLETICS

Home Air Command aims to get off to an early start in athletics, commencing with an Inter-Departmental competition, this month. This is run on a "Millocarian" basis and devised in order to encourage the maximum number of athletic events and to assist in pin-pointing talent early in the season.

The rules have been revised as a result of lessons learned from last year's competition and many more events have been introduced this year in an effort to widen the scope.


## R.N. JUNIOR CHAMPIONSHIPS

February 12 and 13

FOR THE first time for twenty years the Junior Championships were held this year at the R.M. Depot, Deal. Teams were entered from Ganges; St. Vincent; Royal Marine School of Music, Deal; and Fisguard, with a number of individual entries from Deal.

After the first night's boxing it was clear that the battle for the "B" Class (under 17) Cup would be between Ganges and St. Vincent. For the Class "A" (under 16) Cup, however, competition was so close that either Ganges, St. Vincent or the School of Music could provide the ultimate winning team.

The finals night produced many spirited and exciting bouts watched by a large audience including the Second Sea Lord, Admiral Sir Charles Lamb and the Commandant-General Royal Marines, Lieut.-General Sir Campbell Hardy. The Class "B" cup was retained by Ganges, but the Class "A" cup, to the great delight of the large number of young musicians and buglers present, went to the School of Music, their first team success ever in the competition.

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